

International Edition

Free,
electronic magazine
for railroad enthusiasts
in the scale 1:220
and Prototype

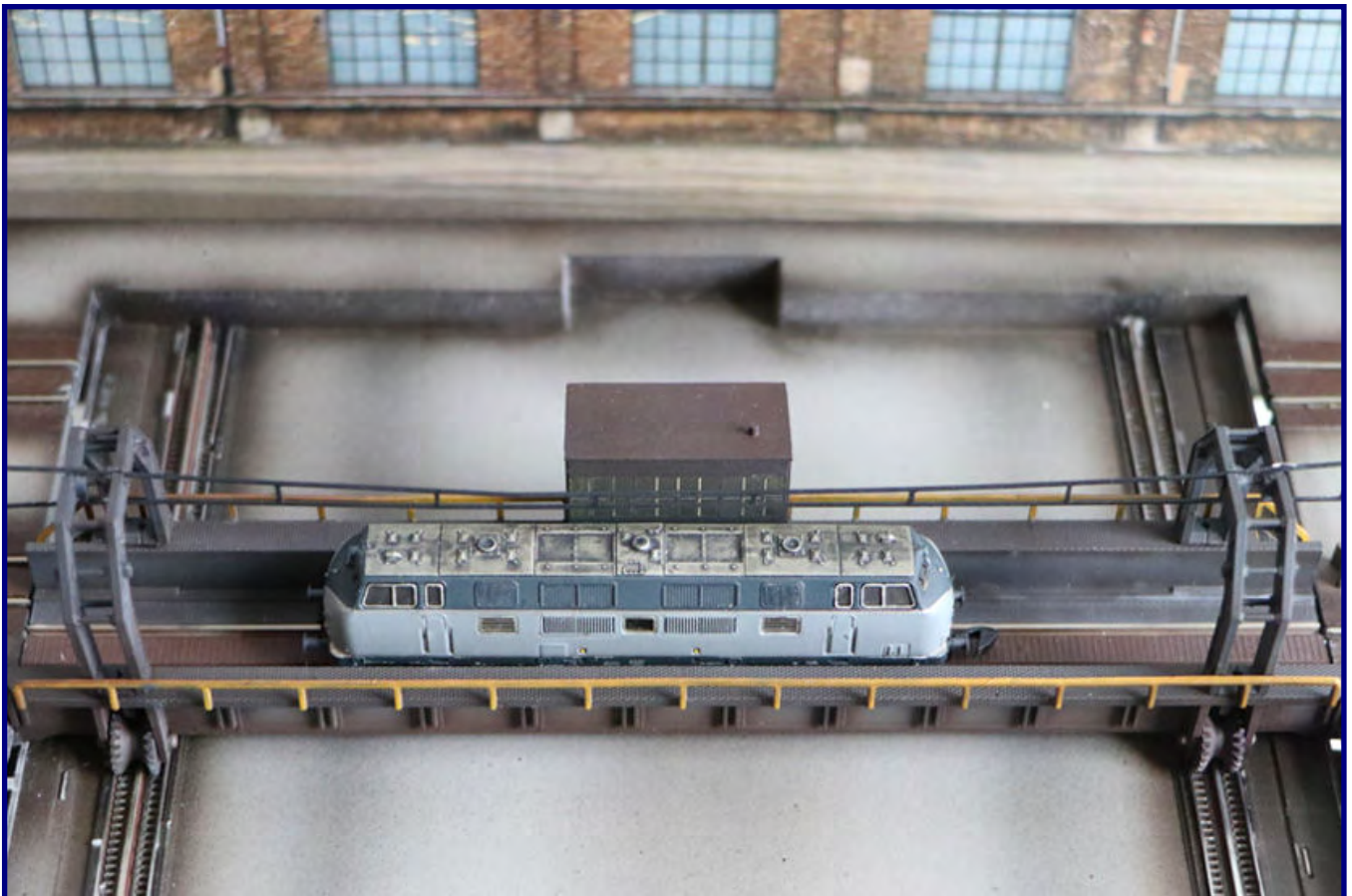
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Trainini

German Magazine for Z Gauge



Spring New Products 2021

Altering Hardboard Kits
A Maritime Emergency off Sylt

Introduction

Dear Readers,

At the time of publication of this issue, the Nuremberg International Toy Fair would actually be long behind us again, but here, too, everything is different in 2021: the leading fair has been postponed and will probably have to do without model railways altogether.



Holger Späing
Editor-in-chief

We have our doubts as to whether it will take place at all, because the developments of the last few weeks do not allow us to make a reliable forecast. Of course, we too would like to be able to meet fans and family again, or to exchange ideas with like-minded people at events.

But for a while we will probably still be busy alone at home. We are lucky to have an extremely creative and versatile hobby that many people envy us for: If you don't have one, boredom literally falls on your feet.

Not so with us, because we have been busy crafting again in the last few weeks and have started some new projects. The worry of being able to complete everything as planned within a fixed time frame is more likely to spread.

The risk of delivery delays remains, and all too often we have to react to current circumstances that do not always make everything plannable. So, we touch on the subject of trade fairs once again: With Faszination Modellbahn exhibition, the first one has already been cancelled, and important association exhibitions have not even been planned.

And nobody knows yet what will happen to the Intermodellbau in Dortmund. But we are prepared, and, thanks to our readers, we are well equipped. Günter Falkus and Hermann Kammler are proof of this today.

Here, two tinkerers with very different interests and focuses have joined forces to create great things. This is model building in its perfect form: a good idea as the initial spark, analysing strengths and weaknesses, finding suitable building partners and then realising it together!

The most beautiful things are not created by simply putting together purchased parts. Model making means planned action and often enough also construction. And what I can't do myself, someone else can. Friendly turns and "neighbours helping neighbours" are virtues that also carry us through difficult times.

Now let your thoughts roam, enjoy the many new products that we have been able to collect and let yourself be inspired by what wonderful things can come out of them. No matter how it will look individually, there will certainly be room for your result in this magazine.

Trainini® also depends on participation and mutual sharing, sometimes with the help of many people. And we are proud of that! And now my colleagues and I hope you enjoy reading.

Sin-Z-erely,

Holger Späing

Model railway scenery construction (Part 1)

And what does not fit ...

...is made to fit. A German craftsman's proverb perfectly describes what this report will be about: We have a specific modelling situation and an architectural kit that seems ideally suited for it. However, since it cannot be used without modifications, we first have to adapt it for our purposes.

This article is intended to be a first prelude to documenting the creation of a diorama for magazine shots and to give valuable modelling tips over the course of several episodes. After all, our project does not differ from the classic approach to diorama engineering; only the use of the finished piece will differ in some respects.

In our case, it is about building a 66 cm long photo diorama for taking photographs of longer train formations. Its width, height and cross-section of the terrain are already given by other dioramas which we want to be able to combine this new piece with. In order to prevent the showpiece from appearing boring later on, it should offer the viewer some visual interest and variety along the track.



We liked the modular railway arcade elements from Modellbau Laffont so much that we also wanted to use them in a modified form as retaining walls on a railway embankment. In this article we show how this can be done.

Even before construction began, this general plan gave rise to the desire to visually break up the long railway embankment at one point. Inserting an arcade wall section seemed to be well suited for this purpose, and we found what we needed with the two-track elevated brick and masonry railway arcade elements from Modellbau Laffont (art. no. Z2411).

However, building the 11 cm elements according to instructions and arranging them in a single or in multiple rows would not have fit the given dimensions of the diorama. We were therefore faced with a classic model railway problem that, fortunately, could be solved quickly.

Theoretically, we could have chosen alternative products from other manufacturers, but we had already been committed to the aforementioned arcade since it appeared as a new product last year: It had to be a modern hardboard kit, and Stefan Laffont's new product had a unique selling point on the market when it first appeared.

The only solution was to not build the kit exactly according to instructions, but to adapt it to our purposes. Many long-time model railway enthusiasts have been in similar situations when working with polystyrene sheets or classic building kits, which can be cut to size with a sharp craft knife or a circular table saw. Today, we would like to show you that the same kit bashing techniques can also be applied to cardboard kits.

The first step is to take measurements. A wooden strip with a rectangular cross-section will be used as a base for the elevated track has already been prepared. To avoid accidentally measuring over the wrong side, we start by marking its underside, which will not be visible later.



We do not need for our project the kit's interior parts, nor the lower and upper sides of the elevated arcades. The masonry parts (on the left in the photo) and later on the stones are sufficient. The marked wooden strip (at the back), which will later form the railway embankment, and a railway arcade element built according to the instructions (on the right) serve as aids for measuring and determining the necessary cutting lines.

We take the parts of the kit with masonry replicas out of the package and lay them out on our work bench. We will only use the long sides, but not the inner core and the cross sides. Since our arcade section will be 22 cm long, and given that it will be visible from one side only, we can take the two long sides from one element, and place them next to each other.

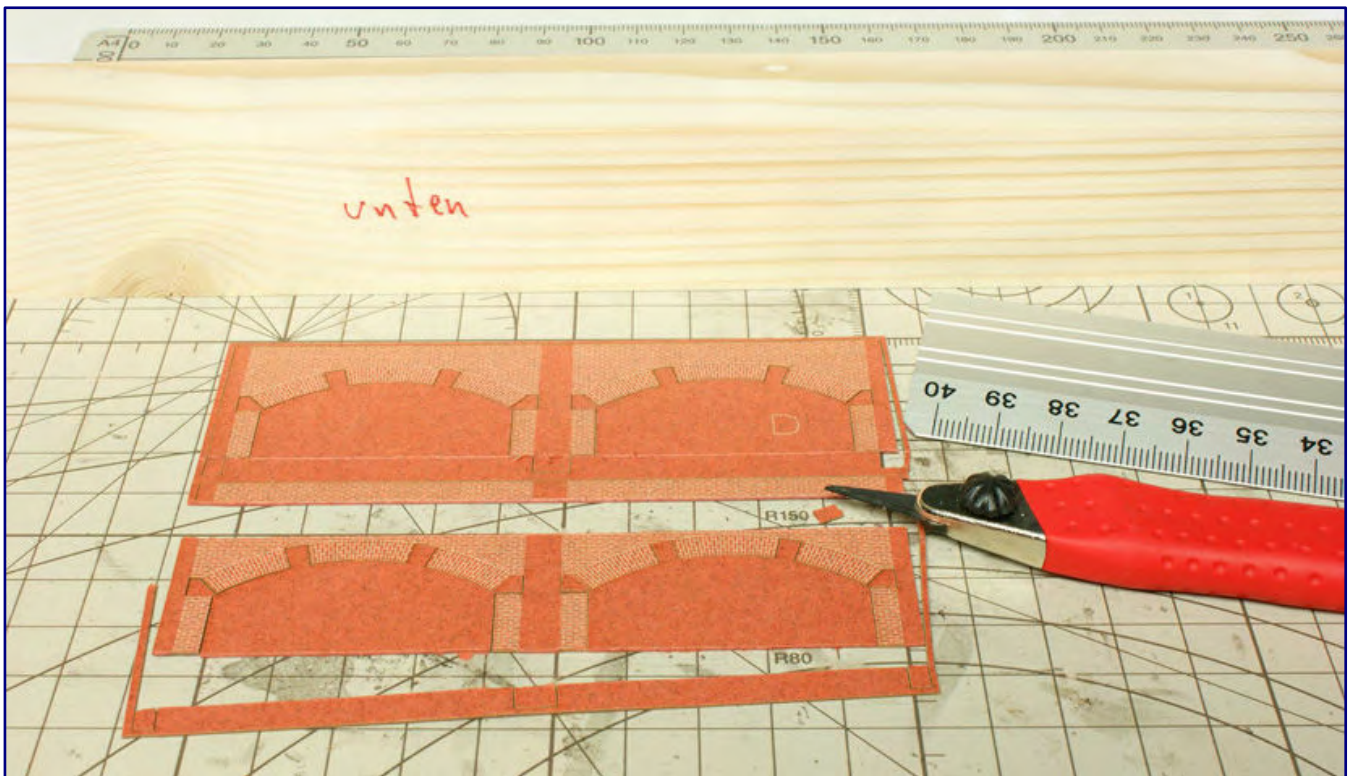
With the help of these parts, we now have to determine where and how the long side of the arcade can be divided horizontally, or shortened in height to obtain the desired appearance. A placement test with an elevated track element built according to the plan helps us to judge the looks of it.

Masonry cut to size

We find that material must be removed from the lower side in any case, because otherwise the characteristic arch could not be preserved. This would not only result in a less satisfying visual appearance, but would also violate the underlying principle of an arcade arch. After all, an arch that is interrupted at the top cannot dissipate the pressure forces on it into the foundation and would collapse.

We, therefore, decided to make a first cut at the lower stone facing. We began our work on the thinner cardboard that will later rest on top and is easier to cut because of the thinner material. A cutting mat from Tamiya serves as a secure base.

A steel ruler and a suitable craft knife are now the tools of choice. What is required is a good grip that allows safe and pressure-filled guiding, a sharp blade that does not tear out the material at the cutting edge, and also its stability during the cutting process, so that it follows precisely the cutting direction.



The wall panel is trimmed at the top and bottom with a sharp cut along a steel ruler. The choice of tool here should not be a matter of chance, because it is important to ensure that the finely engraved cardboard does not tear!

This is not the first time we have recommended the precision knives from Mozart, which have made such a lasting impression on us. The P2 T knife we are using here is currently available from Peter Post Werkzeuge (art. no. 01345) in two special offers with replacement blades (see news reports and supplier pages).

We then have to make another cut above the arch before testing against the wooden strip that everything fits, and confirming that the pieces have been measured and cut correctly. Only, we make the further work a little easier, and glue the shortened part onto the thicker masonry board.



To glue the thin, already cut attachments to the thicker backing cardboard, we use Noch's Laser-Cut Adhesive this time, whose dispensing tip is completely sufficient for this purpose.

Since, for this project, we prefer to spread out glue evenly over the entire surface, we don't need an extremely fine dosing needle, but a regular white glue would possibly lead to too thick of a coat. The glue that perfectly fit the bill for our purpose was therefore Noch's Laser-Cut Adhesive (61104). It is very fluid, spreads well, and can be applied in a very thin coat.

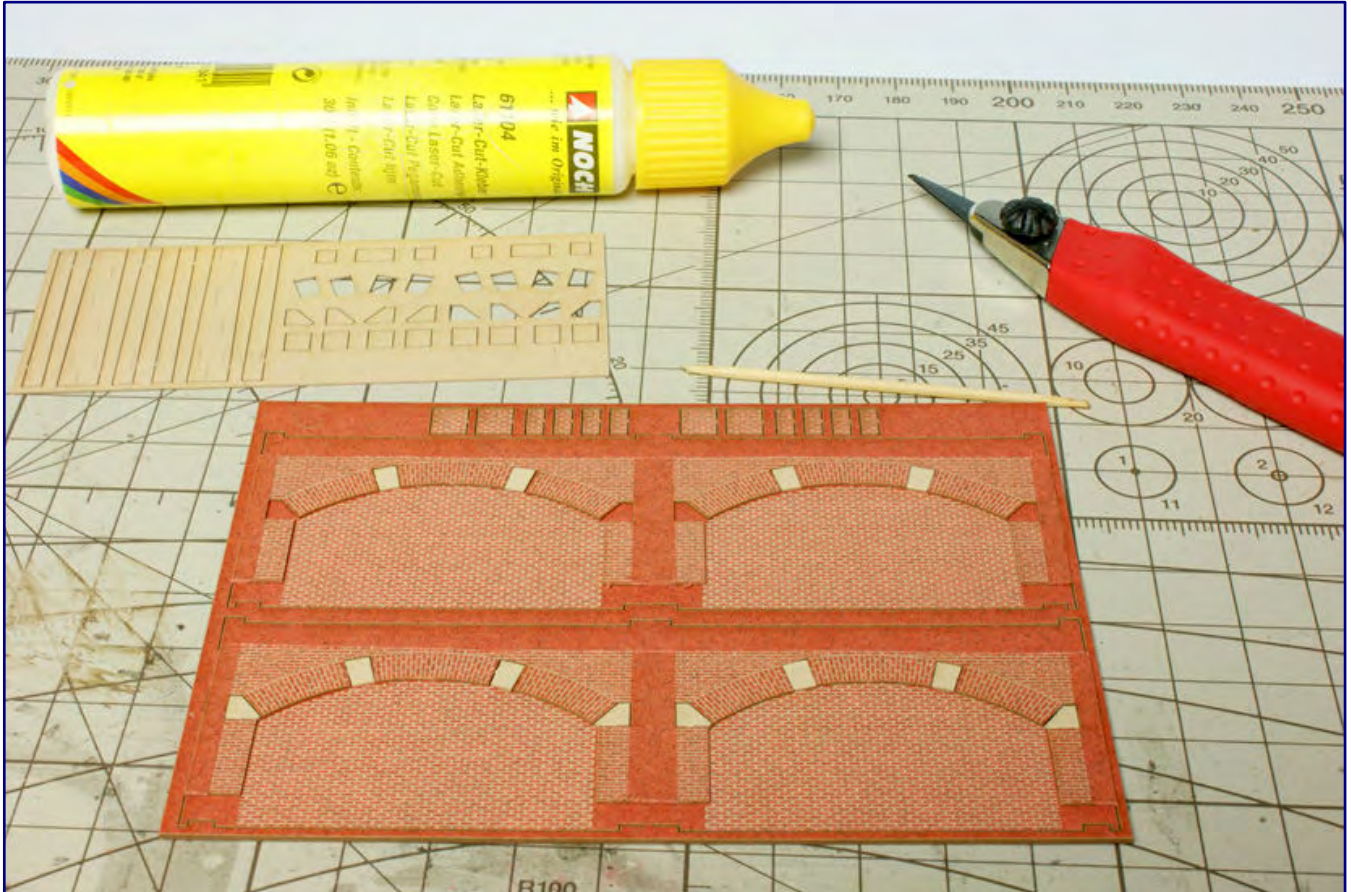
Placing the glued part on the other cardboard base must now be done precisely and with pinpoint accuracy, because subsequent shifting is only possible within fractions of a millimetre at best. Anything else would smear the glue and leave ugly marks.

If, on the other hand, a tiny drop of glue does escape from one edge, it can still be picked up with the tip of a toothpick without leaving detectable traces. We now give both parts a few minutes until the glue sets. Only when we are sure that the parts will no longer move against each other, do we proceed to the next step.

Next, we insert the intermediate stones into the arches, following the kit's instructions. This increases the stability and is the most comfortable way to do it. We dry fit each piece to make sure that we have cut out the right stone from the beige sheet and that it is aligned correctly.

Then, we place a small drop of laser-cut adhesive on the intended spot. To prevent any drips, this can again be done with the tip of a toothpick. Another toothpick, the tip of which we moisten a little with our tongue, allows the stone to adhere to it long enough for us to use it to insert it with pinpoint accuracy until the adhesive forces of the glue become sufficiently strong to hold it permanently in place.

After drying, it is now also time to trim the thick cardboard sheet horizontally at the top and bottom edges. The glued-on trim already marks the cutting edges where the steel ruler is to be placed, thus avoiding the need for measuring again.



After drying, we insert the decorative stones into the arches. But the rows of facing stones between the individual arches will have to wait!

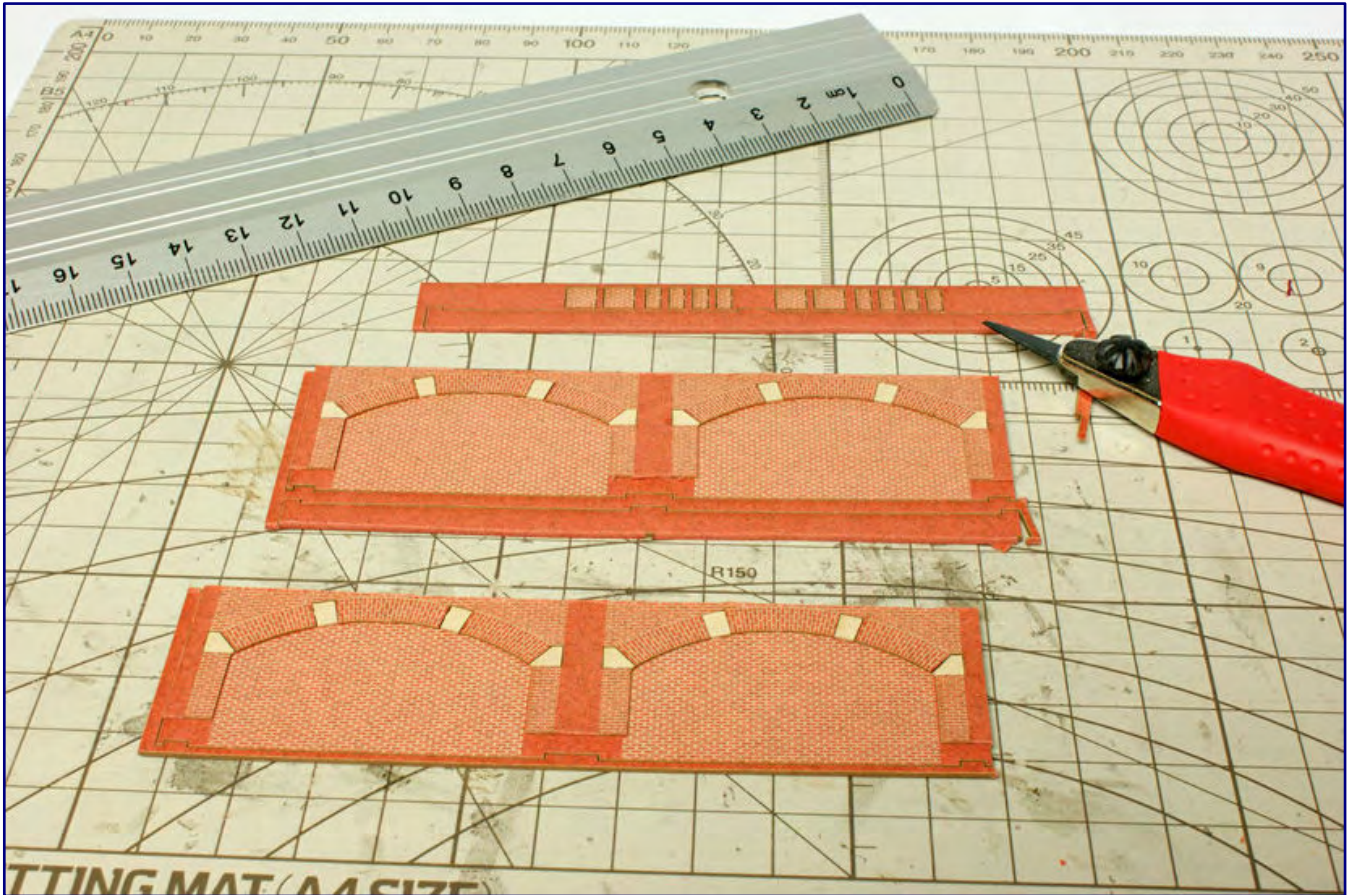
The only thing that is needed now is precision in placing the ruler precisely, and holding it securely so that nothing can go wrong! Carefully pull the blade along the ruler's edge through the cardboard material. The cut does not have to go through the entire material in the first run.

We simply repeat the movement with gentle pressure until the pieces are separated. The first cut makes it easier to guide the blade for each subsequent cut and, thanks to its sharpness and durability, no material tears out. The result is convincing.

A seamless connection

Now our work is slowly coming to an end, but before that, a small challenge awaits us: we now have two arcade walls in front of us, which are to be installed next to each other.

A visible separating edge between the two would, therefore, be disturbing. So, we have to find a way to camouflage the transition, as best as possible. But, a joint would always be visible, no matter how precisely the walls are fitted next to each other.



The attached cardboard parts of the arches (with the decorative stones) show where to make the cuts in the thicker bottom part: Now it's all about a sharp cut and a blade that works just as precisely. The knives from Mozart surpass everything we have ever used before.

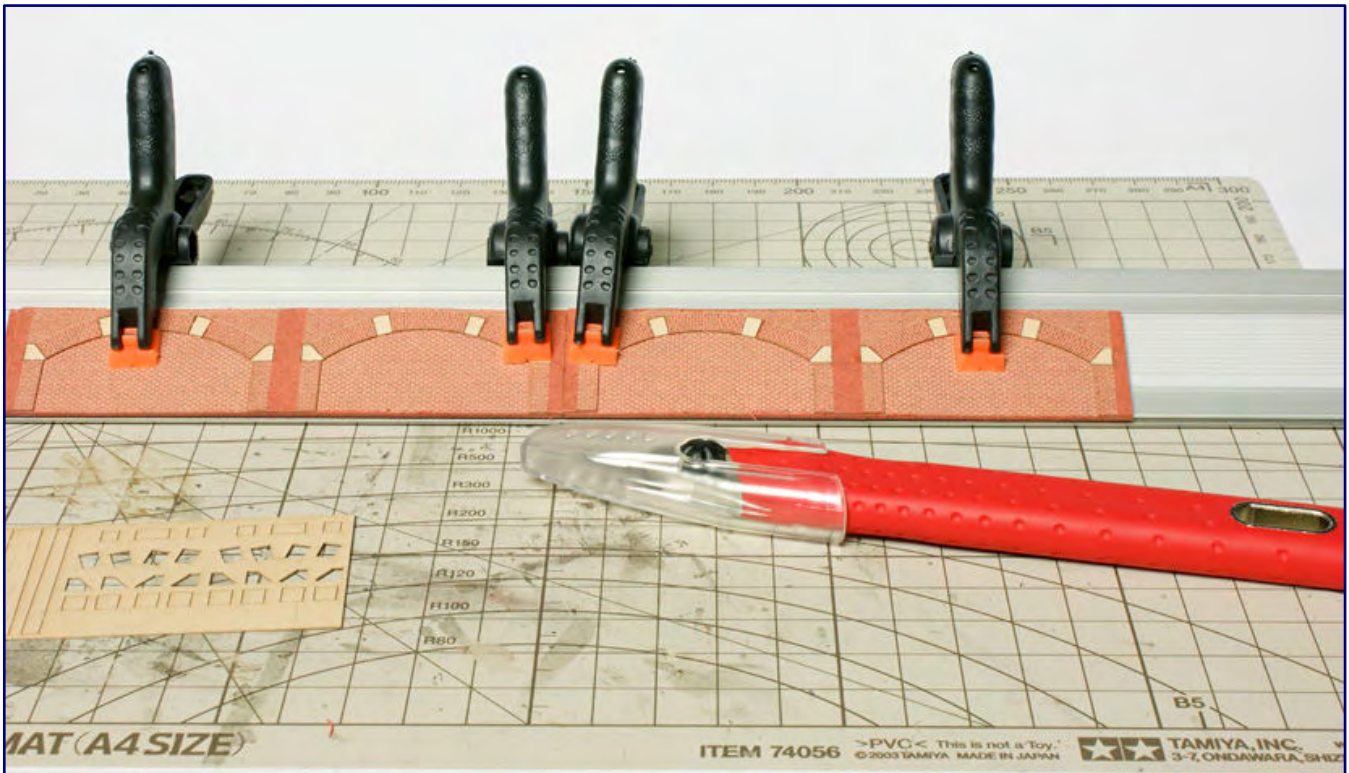
What we need to ensure is a firm and permanent connection of the two walls, for which, however, only a very narrow adhesive edge is available. Additional support will therefore also have to come from at least one long side.

So first we check how precisely the two walls can be joined together with the help of the steel ruler so that they line up neatly at the bottom and there is no kink between the walls. We are encouraged by the result and only need to support them long enough until the glue has hardened.

This task is done by four model clamps from Revell (39070). After drying, the glued seam is the first one on which we apply the column of facing stones from the beige cardboard sheet. Here, we choose one of the two wider rows that were actually intended for the area between the two arches of one of the two arcade pieces.

This then provides the desired, lasting stability. By the way, this is also the point where we decide whether to finish flush with a full stone at the top or bottom of the wall. We opt for the top edge to be flush, given that the edge of the bottom stones will disappear anyway a bit into the ground later on.

We repeat this over all columns of facing stones in such a way that the top edge and offset are coordinated and fit together. A second strip of greater width remains for the next step. After that we still have four narrower strips to do, two of which have to be pushed together to form a wider column and be glued on.



The two arcade parts created from the kit must be glued together at their narrow end walls in order to be able to conceal or close the gap between them. We carry out alignment tests on the steel ruler to place them exactly at the same height and without any kinks in the run. Revell model clamps fix the parts in place. Once the desired outcome has been achieved, glue is applied and the parts are finally aligned and fixed until the glue has hardened.

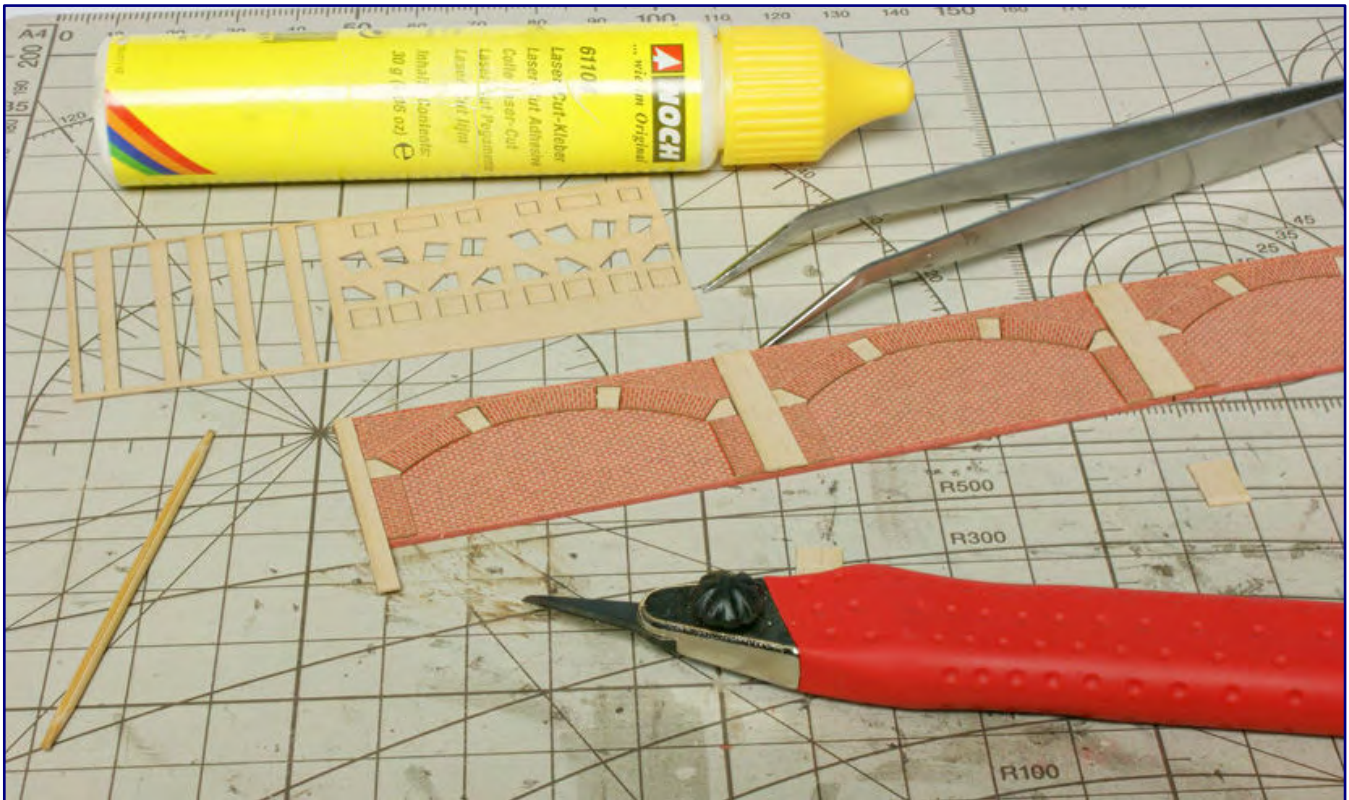
This, too, is so successful that only a small number of people will notice it later. There is no need to use fillers, and we have been able to conceal the centre with a barely visible joint. As soon as everything is dry, we turn the cardboard wall over and also cut the overhangs of the blind rows flush with the Mozart precision knife.

We measure the wooden base strip once more and are satisfied with the result. There is only one more thing to do now. Every wall needs a finish at the top, which has both visual and functional reasons. It can also prevent rainwater from penetrating the masonry and bursting open during frost.

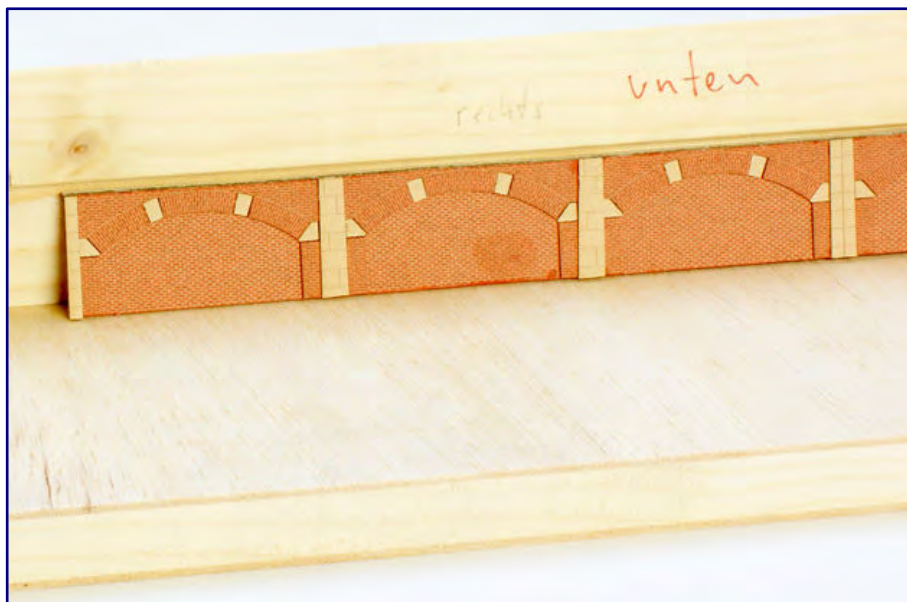
Such terminations or wall crowns can consist of additional bricks or stones, which are placed transversely to the direction of the wall, or, as suggested here, as a concrete base. This could also take over the function of an anchor and distribute forces more evenly over the entire length.

Such a concrete base can be built quickly and without effort. All we need is a sufficiently long piece of drawing cardboard. Cut a strip from it along the steel ruler and glue it on with the laser-cut glue.

Its width is so small that it is flush at the back (with the embankment), and only has a tiny projection of half a millimetre at the front. Converted to the prototype, this would be a 11 cm overhang, which is almost not visible in the model.



The penultimate step is to cut out, align (uniform stone columns) and glue on the decorative strips between the arches. They are shortened to fit only after they have dried.



This brings us to the end of our task today.

We have finished a nice little after-work craft session and can look forward to the landscaping part of our project.

That, however, will be the topic of part 2 of this little series.

Photo left:

The final step is to cut out a skirting board from cardboard and glue it to the top of the wall. The alignment test against the railway embankment proves that everything has worked out fine.

Manufacturer of the basic kit:
<https://www.modellbau-laffont.de>

Suppliers of glue and tools:
<https://www.noch.de>
<http://www.peter-post-werkzeuge.de>
<https://www.revell.de>
<https://www.tamiya.de>

Marine emergency deployment as a model **Rescue from the Greatest Distress**

The ship and crew members of the DGzRS are heroes of our time. Supported by state-of-the-art technology, they go out when others come in – to save the lives of their fellow men. Often enough, they do this at great risk, some men even kept to themselves by the sea. Two model builders remind us of this hard work on roaring seas and show us what we don't get to see, otherwise.

The German Maritime Search and Rescue Service (DGzRS) has often been the subject of reports in this magazine. The reasons for this are probably manifold: On the one hand, maritime themes fascinate many model railway enthusiasts, because they offer a wonderful contrast to the widely represented mountain motifs.

And in recent years, thanks to Dirk Kuhlmann's layouts and dioramas with a touch of the North Sea, they have also been swimming on a wave that has produced appealing accessories or loads. But it may also be due to the good reputation of the aid organisation itself, which works without tax money and with a large number of volunteers, and has done so for over 150 years

What's more, thanks to their very familiar colours and design, the rescue cruisers are immediately noticeable in any harbour. And that means a sure eye-catcher for modelling after all. Günter Falkus and Hermann Kammler have used exactly that and combined it in their own way with movement, excitement, and the model railway.



The Theodor Heuss (KRS 2) founded a new era of sea rescue and plays the leading role in the diorama presented today. Archive photo: Die Seenotretter - DGzRS

But, before we get to the main character of her diorama, which we present here, we would like to take a look at how it came into being and its history: Christened in early 1957, the “Theodor Heuss”, named after the first Federal President of the Federal Republic of Germany, bore the internal registration KRS 2.

The abbreviation stood for “Küsten-Rettungsboot – Seenotrettungskreuzer” (coastal lifeboat – rescue cruiser), the number is a consecutive numbering system that was retained and continued without interruption, even after the introduction of a new designation system in 1992.

So, it quickly becomes clear that this ship is almost at the beginning of a development. It stands for a new beginning in rescue on the high seas and took up the experience gained with the first post-war newbuilding. The concept of a rescue cruiser with a daughter boat, which went into series production with the “Theodor Heuss”, celebrated its breakthrough with this ship, and has proven itself to this day.



The H. H. Meier (KRS 4) also belonged to the Theodor Heuss class. After the ship that gave it its name was decommissioned, it and its dinghy took on the name of the ship for a few years and then moved to the Deutsches Museum in Munich, as exhibits without giving it up again. Archive photo: Die Seenotretter - DGzRS

An entire class was named after this ship, which consisted of three more ships. The basic concept was constantly developed further, and continued in more than 30 successors of different sizes and classes.



In June 1987, the Theodor Heuss, former H.H. Meier (KRS 4), makes a stopover on the banks of the Rhine in Cologne on the first leg of its journey to München (Munich). Hermann Kammler has his picture taken on her, and his enthusiasm is aroused. Photo: Hermann Kammler

Good seakeeping and the best manoeuvring characteristics distinguish these boats in all operations and even under the toughest conditions, which our two model builders also demand of their replicas in their models.

Elementary design features are her net rib system, watertight transverse bulkheads, a double outer skin (with fuel tank between them, water cells and air tank containers that act as buoyancy bodies.

The superstructures can be closed on all sides and increase protection against sinking.

They are also protected from the consequences of capsizing in many ways, by further design refinements of the hull and superstructure. A wide keel protects against grounding or sliding over shallows.

Prof. Dr. Theodor Heuss, who gave the ship its name, took over the patronage of the DGzRS, which has since become a tradition for all his successors in office.

By the way, the dinghy of the rescue cruiser named after him was given the name "Tedje", a North German short form of his first name.

The prototype ship was stationed at the Borkum station until 1963 and then in Laboe, until it was decommissioned in 1985. It was then sold privately, renamed and converted into a cabin cruiser.

The original names of ship and dinghy were taken over on 1 August 1985 by the former "H.H. Meier" and her daughter boat, both belonging to the same class and only slightly newer. This duo remained in the DGzRS's inventory as reserve stock for two years before it was transferred to the Deutsches Museum in München (Munich), where it was exhibited as a milestone in the history of technology in the outdoor area.

Emergency Marine Deployment as a Model

Let us now listen to the report of Günter Falkus, who describes how he came to the idea and its implementation: "The rescue cruiser Theodor Heuss was stationed in Borkum at the beginning of the sixties. I was lucky enough to experience the launching manoeuvre of the dinghy from the beach during a holiday in Ostfriesland (East Frisia), a very lasting experience.

After many, many years as a model ship builder, I then got into Z gauge in 2015. My first work was the well-known quarry with many functional scenes, which I also displayed at the Advent meeting in Zell (Mosel) in 2017 and 2019.

Finally, after a holiday on the island of Sylt, I had the idea of how I could link the Z gauge with sea rescue: In a small diorama I wanted to stage a fictitious emergency operation! Sylt in 1961, the Hindenburgdamm, a thunderstorm, a churned-up North Sea and an accident victim in the surf at the Hindenburgdamm – many ideas popped into my head.”



Dramatic scenes were to take place in front of the Hindenburgdamm, which Günter Falkus imagined in his mind, in order to later transform them into a model. The happy end of the rescue operation was never in doubt. Photo: Hermann Kammler

So, here we now describe dramatic scenes that will have a happy ending, but were not recorded in any logbook: The sky over the German North Sea around Sylt is black as night. A heavy storm brings rain, lightning and thunder, transforming the previously peacefully undulating sea into raging masses of water with waves several metres high.

A cutter, unable to manoeuvre, is pushed against the Hindenburgdamm by these masses of water, temporarily aground and badly damaged. Water breaks in, the small ship takes on a heavy list and now threatens to sink. The crew desperately fights for their lives and is no longer able to send a distress call.

But the staff of a passing train fortunately notice the emergency, stop and make the decisive emergency call to the rescue control centre. The DGzRS sea rescue operation begins, and only a few minutes later the Theodor Heuss arrives to help the victim.

The German Armed Forces, which are involved in the SAR service ("Search and Rescue"), also send help. Despite the danger to its crew, its rescue helicopter ventures to the scene of the accident. The train's personnel set up lanterns at sea to detect people who may have gone overboard and to guide the rescuers.



The dinghy Tedje is launched and sails into shallow water, while the German Armed Forces naval aviators help from the air with a Sikorsky rescue helicopter.

The dinghy Tedje is launched and sails into shallow water towards the largely destroyed wreck, where the heavy waves and foaming spray continue to pull. In the meantime, the Bundeswehr helicopter has also arrived and ropes down a rescuer with the winch. He is finally able to rescue the skipper from the shipwrecked vessel and brings him on board the rescue helicopter.

As the heavily damaged ship disappears into the waters of the North Sea, all crew members are safe. Done in, but satisfied, rescuers can make their way to safe land with the rescued. This time everything went well, the damage was limited to the material.

The road to implementation

But, this is by no means a matter of course. Even though fatal accidents during rescues on the high seas have decreased significantly, the German Maritime Search and Rescue Society has had to mourn human losses in its long history.

Günter Falkus and Hermann Kammler have found a way to capture the drama of this difficult work, and make it visible in the model without gloating over the suffering of other people. The viewer is moved, hopes, and feels sympathy – as probably do the relatives in such an emergency on land.

Günter Falkus, who has been a ship enthusiast for decades, describes the further path from the idea to the final screening piece as follows: “Moving waves, lightning, the roar of the storm and the sounds of the helicopter were to round off the scenes.

And, all this was to find its place in a diorama of manageable size. In the end, it turned out to be 55 cm long, 38 cm wide and 48 cm high. I already owned the very detailed model of the rescue cruiser in the appropriate scale.



Günter Falkus had already built the sea rescue cruiser KRS 2 “Theodor Heuss”, Now he was looking for a useful purpose for the planned diorama – far away from his prototype station Borkum.

Dynamics was set for this diorama, but who could support me with the technology required for it? Well, I came across Hermann Kammler, known to many Zetties as “Bagger-Hermann,” a gifted, functional modeller, at the Z Gauge exhibition of the Stammtisch Untereschbach.

He accepted the challenge and realised the technology. My friend Michael Hess helped us with the Arduino programming. In the area of special challenges, I turned to the water surfaces, which had to be flexible and move with the ship as it swayed in the raging sea. Otherwise, they would not have been able to look like water.

I used acrylic (paintable), silicone (not paintable; colour-repellent) and household disposable cloths. I modelled with them until the churning sea with its splashing and foaming wave crests including spray was right in front of me.

In the tripartite division of the complex and also very different tasks, I see a prime example: such a model builder cooperation proves to be ideal even outside of previous presentations and publications. If one strives for a certain perfection of what is shown, the individual quickly reaches his limits.

On the other hand, if you look for like-minded people with different skills and competences and bring them together, you can combine their strengths and knowledge to create something completely new and extraordinary.”

Functionality and procedures

The diorama of the three tinkerers is controlled with four Arduino Nano. Several light-emitting diodes for the lightning on the background scenery, gear and stepper motors for the movements, two sound modules for helicopters and thunder, create the heavy thunderstorm atmosphere.

The stepper motors make the Theodor Heuss swing, her dinghy Tedje is moved by Magnorail (magnet guided by a magnetic chain). The Havarist, which stomps up and down in the high seas, is also moved by a stepper motor.



A cutter is in distress in heavy seas off Sylt. The heavy thunderstorm over the North Sea pushes it off the Hindenburgdamm, the hull bursts, and the ship's hull loses stability. Photo: Hermann Kammler

Furthermore, the light of a flickering LED simulates the firebox of the steam locomotive class 24, figures with lanterns and the crew of the rescue cruiser complete the depicted scene. By pressing a button, a 4-minute loop is started, which starts the entire sequence of the rescue operation and shows it to the viewer.

continues on page 20



The stoker of a passing train happens to notice the accident, which leads to the decisive alarm of the Bremen Maritime Emergency Centre. Meanwhile, the train crew tries to illuminate the scene of the accident (photo above). The Theodor Heuss (photo below) is sent to help the victim. Photos: Hermann Kammler

I have attached great importance to authenticity and true-to-scale models. So, everything is built in the exact scale of 1:220. The masterpiece and, for me, the highlight of this arrangement is the Sikorsky S-58 (H-34) helicopter from the German Armed Forces Naval Air Service.

Hermann built it by hand and the result is a marvel of engineering on the smallest scale. It “flies” by being moved along a rod. It then stops precisely at the position of the victim to lower a rescue diver down.



The dinghy Tedje is the first to rush to the sinking cutter to rescue the crew members. Photo: Hermann Kammler

After a successful rescue, the helicopter is hoisted up again by the winch and disappears into the scenery. Synchronised to this, the characteristic original sound of a helicopter can be heard, accompanied by lightning and thunder of the heavy storm. Once the mission has been successfully completed, the SAR helicopter returns to its zero position behind the backdrop to wait for a new start at the push of a button.

This complexity demanded by Günter Falkus could only be achieved with four Arduinos working in parallel, some of which also had to communicate with each other for this purpose: Arduino 1 controls the rolling and pitching of the Theodor Heuss in the heavy sea, while Arduino 2 controls the total of 36 LEDs of the lightning installation, as well as, the storm and thunder sounds.

Arduino 3 controls the horizontal movement of the helicopter and synchronises its operating sounds with the movement. Arduino 4, on the other hand, controls its vertical movements including the movements along the rod. So, it is these two that are constantly communicating with each other, to always know exactly the helicopter's position.

Only the drive of the dinghy is analogue, as is the movement of the average man in the surf. Combining the high school of Arduino programming with the necessary mechatronics was certainly one of the biggest challenges, and, also, a new one for “Bagger-Hermann”.

Günter Falkus is in complete agreement with all the spectators so far that he has mastered this challenge brilliantly: “The finest technology in a tiny space”, is the conclusion that sums it up, so well.



In the meantime, a rescue helicopter of the type Sikorsky S-58 (H-34) has also arrived, sent by the SAR service of the German Armed Forces. It too is able to rescue a crew member on board with the winch. When the capsized average sinks, all people are off board and safe. Photo: Hermann Kammler

In this respect, it should come as no surprise to our readers that a number of dates have already been fixed for “the time after Corona.” So far, the presentation has been limited to the last Advent meeting in Zell an der Mosel and reports in “Köln Echo - Bergischer Bote,” “Volkszeitung Oberberg” and “Längsseits” (DGzRS magazine).

Today, the functional diorama is at home or stationed in Gummersbach. There, the showpiece is maintained, repaired and brought to exhibitions. Meanwhile, the next joint projects of the “G-&H-Team” are already in preparation.

We, and I am sure our readers as well, are all the more curious to see whether “Bagger Hermann” Kammler will now be joined permanently by “Boat Günter” Falkus. In view of his former passion for model building, his “new love” for Z gauge and the ambitions of this duo, this seems very likely to us. So, let's see what they will develop next.

Information about the DGzRS:
<https://www.seenotretter.de>



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Note for English readers: The literature section that follows is not translated into English because the original texts of the books involved are in the German language. The original German is left here for information purposes only.

Eisenbahn im Bergischen Land Bedeutender Brückenschlag

Remscheid(-Lennep), Opladen, Solingen und Wuppertal sind Ortsnamen, bei denen nicht nur Ansässigen der angrenzenden Regionen sprichwörtlich „die Ohren klingeln“. Der wirtschaftliche Aufstieg der Region, der besonders die recht kleine Klingenstadt Solingen weltberühmt machte, ist eng mit der Eisenbahn verwoben. Die besondere Geschichte dieses topografisch herausfordernden Städtedreiecks zeichnet nun eine EK-Chronik genauestens nach.



Zeno Pillmann
Eisenbahnchronik Bergisches Land
Das bergische Städtedreieck Wuppertal – Remscheid – Solingen
Band 1: Strecken und Bahnbetriebswerke

EK-Verlag GmbH
Freiburg 2020

Gebundenes Buch
Format 21,0 x 29,7 cm
304 Seiten mit 426 S/W-Abbildungen

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Über 150 Jahre ist her, dass der erste Zug, vom heutigen Wuppertal kommend, in Remscheid eintraf. Dies war ein Meilenstein in der Eisenbahngeschichte des Bergischen Lands und gleichzeitig auch seiner Wirtschaftsgeschichte.

Heute kennt jeder die Messer- und Klingenstadt Solingen, ebenfalls zum Bergischen Land gehörend, doch das wäre sicher in der heute bekannten Form nie eingetreten, wenn es die Eisenbahn nicht gegeben hätte. Die Region hat ihren Namen nicht von den Geländeformationen, die sie prägen, sondern von den Grafen, die hier früher herrschten.

Und dennoch stellte die topografische Lage der Städte im wirtschaftlich bedeutenden Dreieck die Ingenieure jener Zeit vor große Herausforderungen: Große Kunstbauten und Rampenstrecken waren nicht nur erforderlich, um Remscheid per Schiene zu erreichen.

Kaum noch vorstellbar ist heute, wie die Rohstoffe früher Schmieden, Schleifwerke und andere Gewerbeeinrichtungen der Region erreicht haben. Klingen wurden in Körben auf dem Rücken von Menschen zu ihren Verbrauchern oder Logistikzentren, die damals freilich noch nicht so hießen, geschleppt.

Autor Zeno Pillmann macht alles richtig, indem er genau dort einsteigt und zunächst die wirtschaftliche Ausgangslage der drei heutigen Städte Remscheid, Solingen und Wuppertal schildert. Er charakterisiert

das Gewerbe, das dort vertreten war, dessen Aufstreben und die Grenzen, die eine fehlende Bahnanbindung dort aufzeigte.

Wirtschaftlich drohte die Region ins Hintertreffen zu geraten, denn wichtige Abnehmer im Rheinland waren über den großen Strom leichter und günstiger zu erreichen als über das damalige Straßennetz. Und so war es wirtschaftlicher, Waren aus dem fernen England zu importieren als aus einer Region, die nahtlos angrenzte.

Auch das Ruhrgebiet als Lieferant von Kohle, Koks und Stahl schien zu weit weg, solange es keine Bahnstrecke gab, die beide Zentren miteinander verband. Der Buchautor begleitet Nöte und Entwicklungen vom Streben der heimischen Wirtschaft, über das Zeitalter der Privatbahnen bis hin zur preußischen Staatsbahn. Die Reise geht anschließend über Reichsbahn und Bundesbahn nahtlos bis in die Gegenwart weiter.

Der vorliegende Band 1, ein zweiter zur Betriebsabwicklung ist inzwischen auch erschienen, beschreibt dabei die spannende Entwicklung des Streckennetzes samt den baulichen Anlagen in Form der Bahnhöfe und Bahnbetriebswerke. Auch dem Jahrhundertbauwerk Müngstener Brücke von 1897 ist ein eigenes Kapitel gewidmet.

Immerhin ist dieser Stahlkoloss, der in den letzten zehn Jahren zunächst mit halbherzigen und beinahe missglückten Sanierungsarbeiten durch die Deutsche Bahn AG von sich reden machte, bis heute Deutschlands höchste Eisenbahnbrücke. Auch fernab ist ihr markantes Bild, das auch den Buchdeckel schmückt, deshalb bestens bekannt.

Beispielhaft möchten wir aus den Buchthemen noch Lennep herausgreifen: Aus seinem Durchgangsbahnhof wurde mit dem Bau weiterer Strecken nach Wipperfürth / Marienheide, Opladen und ins Tal der Wupper nach Radevormwald ein bedeutender Knotenbahnhof.

Das dortige Bw Lennep beheimatete neben preußischen Dampflokomotiven bald auch die damaligen Wittfeld-Akkutriebwagen. Zur Reichsbahnzeit waren hier die ersten Maschinen der Baureihe 62 beheimatet.

Deutlich wird schon dadurch das bunte Bild des Fahrzeugparks, der in diesem Buch zu sehen ist. Wie auch viele zum Nachbau anregende Brücken, Stadt- oder Landschaftsszenen aus allen Zeiten sind diese Bilder durchgängig schwarz-weiß und hervorragend wiedergegeben worden.

Weiter illustriert wird dieses hervorragende Buch durch Kartenauszüge, Skizzen, Fahrpläne und andere zum Thema passende, wie auch geeignete Abbildungen. Dabei stehen die gewohnt hohe Qualität und der fachliche Tiefgang der EK-Bände zu keinem Zeitpunkt in Frage.

Autor Zeno Pillmann zeigt in einer umfassenden Gesamtdarstellung die bemerkenswerte Geschichte des Schienenverkehrs im bergischen Städtedreieck so eindrucksvoll und kompetent, dass dieser Titel nicht nur ein Muss für Eisenbahnfreunde des Bergischen Lands ist.

Auch Modellbahner werden hier beispielhaft viele Anregungen und Ideen finden, dazu auch Verständnis für historische Zusammenhänge gewinnen, die beim Hobby nützlich sind: Wer glaubhaft und überzeugend Modellbau betreiben möchte, muss schließlich auch in die Lage versetzt werden, den „Atem der Geschichte“ zu spüren, aufzusaugen und in seinem Werk zu vermitteln.

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: **Publishing pages with reference possibility:** :
: <http://www.eisenbahn-kurier.de> :
: <http://www.ekshop.de> :
:.....

Anerkannte Seenotretter Das deutsche Vorzeigewerk

Fast jeder Deutsche wird das Kürzel DGzRS in seiner Bedeutung auflösen können. Die Hilfsorganisation aus Bremen ist bekannt wie auch einzigartig. Sie erfreut sich deshalb auch höchster gesellschaftlicher Anerkennung. Ihre farbenfrohen Kreuzer sind Botschafter und auf Fotos gleichzeitig beliebte Urlaubssouvenirs. Ein Typenkompass schafft dabei Überblick über ihre Vielfalt.



Hans Karr
Typenkompass Seenotrettungskreuzer
Geschichte – Technik - Schiffe

Verlag Pietsch
Stuttgart 2018

Taschenbuch mit Klebebindung
Format 14,0 x 20,5 cm
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Wenn sich ein Fregattenkapitän a. D. anschickt, einen Typenkompass über die Seenotrettungskreuzer der DGzRS zu erstellen, dann dürfen die Erwartungen sicher zu Recht hoch sein. Deshalb waren wir besonders neugierig, was das hier zu besprechende Werk beinhalten würde.

Es hat in den Jahren seit 2013 bereits zwei Aktualisierungen und Erweiterungen erfahren. Die vorliegende, dritte Auflage von 2018 ist das jüngste und damit vollständigste Werk dieser Reihe. Persönlich begeistert von Tätigkeit und Schiffen der Deutschen Gesellschaft zur Rettung Schiffbrüchiger, ging der Rezensent folglich mit großer Spannung an seine Arbeit.

Doch bevor sich unsere Eindrücke dem Inhalt dieses Bands zuwenden, möchten wir kurz auf seinen Autor eingehen: Hans Karr ist heute Redakteur bei einer Marinezeitschrift. In den vergangenen Jahren veröffentlichte er daher in Fachzeitschriften zahlreiche Beiträge zu Themen der Marine und Seefahrt. Auch bei diesem Verlag gehört er zu den Stammautoren und so stammt auch eine ganze Reihe an Typenkompass-Bänden zur Schifffahrt aus seiner Feder.

Einen weiteren zur Hochseerettung aus Seenot zu schreiben, wäre aber mit einem reinen Portrait der Seenotrettungskreuzer zu kurz gegriffen. Das ist für Außenstehende zuvor sicher etwas näher zu erläutern.

Die Geschichte der DGzRS geht zurück bis ins Jahr 1865 und war bis dahin keine Selbstverständlichkeit. Zuvor waren Schiffbrüchige häufig auf sich allein gestellt und in Küstennähe eher ein Opfer von Plünderung als Nutznießer von Rettungswilligen.

Ein organisiertes Rettungswesen entstand erst durch den Zusammenschluss verschiedener Rettungsstationen und -vereine zur „Deutschen Gesellschaft zur Rettung Schiffbrüchiger“. Die ersten Rettungsmittel, die für viele Jahre zum Einsatz kamen, waren Ruderrettungsboote. Von Pferden auf

Fuhrwerken ins Wasser bewegt, eilten sie nach dem Aufschwimmen mit reiner Muskelkraft den in Not Geratenen zur Hilfe.

Später kamen Raketenapparat und Hosenboje als sinnvolle Hilfen hinzu, um Schiffbrüchige von sinkenden Havaristen zu retten, bevor auch Brennkraftmaschinen die harte, körperliche Arbeit auf An- und Abfahrt ersetzen konnte. Doch erst nach 1945 war die Zeit reif für einen Seenotrettungskreuzer (SRK) moderner Prägung.

Die Schiffe „Bremen“ und „Hermann Apelt“ lieferten die Erkenntnisse und Erfahrungen für den Serienbau eines in jeder Hinsicht auf Einsatzzweck, Anforderungen und Bedienbarkeit abgestimmten Rettungsmittels in Form eines Spezialboots: Der moderne Seenotkreuzer war geboren.

Ihre Geschichte, Entwicklung und Zusammenstellung der fast 50, bis heute gebauten Einheiten, sortiert nach Klassen und Reihenfolge, ist das zentrale Thema von Hans Karr in diesem Buch. Um dies verständlich zu machen und einsortieren zu können, stellt er die erwähnte Einführung in die Entstehungs- und Entwicklungsgeschichte des Seenotrettungsdienstes voran.

Die verschiedenen Schiffsklassen, jeweils bezeichnet nach ihrer Länge und auch mit dem Namen des jeweils erstgebauten Schiffs versehen, folgen der aus der Typenkompass-Reihe bekannten Form: etwa eine Seite pro einzelnes Schiff samt Fotos (meist mehr als nur eines).

Vorgestellt werden technische Details, Einsatzzweck und häufig auch Beweggründe für die Entwicklung einer Klasse, sowie jeweils Bau, Indienststellung und Einsatzgeschichte jedes einzelnen Schiffs. Am Ende des Buches werden auch die Rettungsboote (bis zu 10 m Länge) zusammenfassend beschrieben und mit Bildern gezeigt.

Eine Tabelle am Anfang jedes neuen Kapitels fasst auch hier wieder die wichtigsten Kenndaten klassenweise zusammen: Klassenname, -bezeichnung, Wasserverdrängung, Länge, Breite, Tiefgang, Stärke der Besatzung, Antrieb samt dessen Leistung, Geschwindigkeit und Angaben zur Ausrüstung sowie ggf. besondere Anmerkungen.

Bedingt durch sein Auflagedatum ist dieser überarbeitete Band (beinahe) auf aktuellstem Stand: Das Neueste aus dem Jahr 2017 fehlt ebenso wenig wie Angaben zur ab 2015 in Dienst gestellten neuen 28-m-Klasse von Seenotkreuzern.

Zum Zeitpunkt der Drucklegung waren drei von fünf geplanten Schiffen bereits im Dienst, die „Hamburg“ (SK 40) im Bau und ein fünftes noch ohne Namen (SK 41) beauftragt. Es ist inzwischen fertiggestellt und traf am 31. Januar 2021 auf seiner Station in Grömitz ein.

Es soll dort den Seenotkreuzer Hans Hackmack ersetzen. Sein Name wird, wie es eigentlich Tradition ist, erst zur Taufe bekannt gegeben. Und was bei Erscheinen des Titels noch niemand ahnen konnte, ist der Auftrag zum Bau eines sechsten Kreuzers (SK 42), der am 12. März 2020 bei der Fassmer-Werft auf Kiel gelegt wurde.

Er soll dieses Jahr in Dienst gehen und den Namen Nis Sanders erhalten. Das zeigt, wie die Geschichte hier fortgeschrieben wird und immer wieder Stoff für neue und wieder erweiterte Auflagen bietet. Nicht nur Freunde der ansprechend gestalteten Boote werden daran ihre Freude haben.

Publishing pages with reference possibility:
<http://www.pietsch-verlag.de>

Large series new products 2021 for Z gauge New, even without a Show in Nuremberg

The Nuremberg International Toy Fair 2021 will not take place until the summer, unless the still ongoing pandemic also throws a spanner in the works of these plans. While there will be a change in the board of directors at the operating company due to age, model railways may be on the verge of leaving for good. Who has been there, at least, so far, is listed by us this time in a familiar place.

Who would have thought it a year ago! The International Toy Fair with over 50 years of tradition in Nuremberg cannot take place at the scheduled time. A year ago, the epidemic was already hovering over the visitors like a sword of Damocles, but still seemed to be a purely Far Eastern problem.

Twelve months later, we know how much the waves of disease are limiting people worldwide, and so new solutions had to be found for many things. Now the International Toy Fair has been postponed, and the model train manufacturers will probably not participate, at least the majority of them, according to our expectations. This will certainly determine the timing and manner of announcements for years to come.



Even without a winter International Toy Fair, many appealing new products have been announced, among them the crimson class 212 (item no. 88214) together with its matching track construction train (87761) on the part of Märklin (for a description of new products, see the following section). Photo: Märklin

Not all manufacturers have already published their new products at the usual time; some are still working off backlogs from the shutdown of economic activities. However, we have collected the new products that have been announced and present them in two separate reports in the usual form.

+++ Artitec +++

Artitec has published a new product brochure that omits Z gauge. On request, we have been confirmed that announcements for our gauge will follow with a time delay. As many may have noticed, there are still some backlogs from last year.

Many of these are due to the special situation of the pandemic consequences. The focus is currently on working through these backlogs, which is why it does not make sense to publish further new products at this time.

Artitec has explicitly stated to us that they want to shorten the time window between announcement and delivery. This sometimes give the impression that no new products are planned, even though production of such new products has already begun.

The fact that new products were announced, at all, is due to the expectations of the trade press for their special issues and reports on spring new products. We will provide our readers with the requested information later.

www.artitec.nl

+++ Beli-Beco +++

As we know, this lamp specialist does not officially carry any Z gauge models in its range. And yet his handcrafted models are unsurpassed in filigree. What is designed here for the scale 1:160 proves time and time again to be so fine that it can be used in the nominal size Z without any problems, and no one will notice.

This also applies to a new platform light (item no. 155501), which, with a height of 38 mm in Z gauge, reproduces an 8.36 m prototype – a typical dimension, we think. The shade, which is mounted crosswise at the top, is illuminated by two SMD light-emitting diodes with 3 V operating voltage. Like all other lamps, this model is also delivered with series resistor and protective diode for connection to 16 - 19 volts AC or DC voltage.

www.beli-beco.de

+++ Busch +++

The range of new products suitable for Z gauge remains manageable at Busch this year. But we have found a few little things here as well: The tree pack "Reforestation" (item no. 6392) contains 15 young spruces with heights of 20 - 25 mm and ten tree roots.

It can be combined perfectly with the other spruces from the Busch assortment, and can also recreate a forest area that is being reforested on a scale of 1:220. The trees are then just a few years older. The "Mini-Set Spruce Cones" (7759) contains a total of 230 specimens of these fruit cones to stick to the tree material.

The "Lightning Spruce" (5431) promises attention and excitement at the same time. With its 160 mm height, converted to Z gauge, it has a prototypical height of 35,20 m. Connected to 14 - 16 V DC or AC



The new platform light from Beli-Beco for nominal size N (item no. 155501) is also a very good choice for Z gauge. Photo: Beli-Beco.



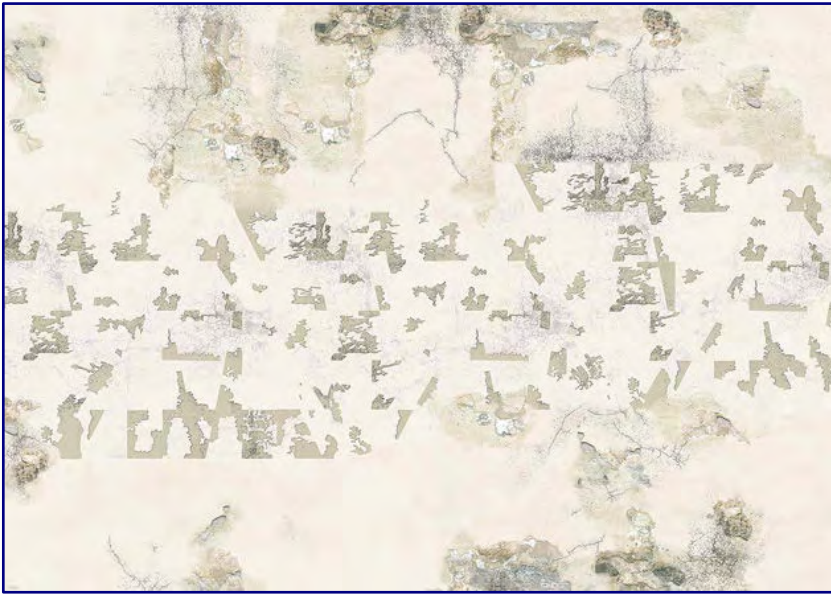
The lightning spruce (item no. 5431) has, like most of the trees from the industrial programme, a height that perfectly matches the Z gauge. So, it can become a successful eye-catcher even in small scale. Photo: Busch

voltage, LEDs integrated in the tall trunk simulate a realistic glowing fire effect after a lightning strike. With cotton wool in the treetop, the rising smoke is reproduced.

On the product photos, the 48 x 25 cm "Rape Field" (9771), which can be worked with scissors or a knife, looks a bit garish to us. On the photos shown so far, we miss the green part of the plant stalks, which is quite noticeable in the prototype. Interested parties will only be able to get a decisive impression of this when this new product is delivered.

The new wall and decorative panels in the "matt look" are the only ones intended for the Z scale from the factory. According to Busch, they have a particularly realistic surface, almost like patinated.

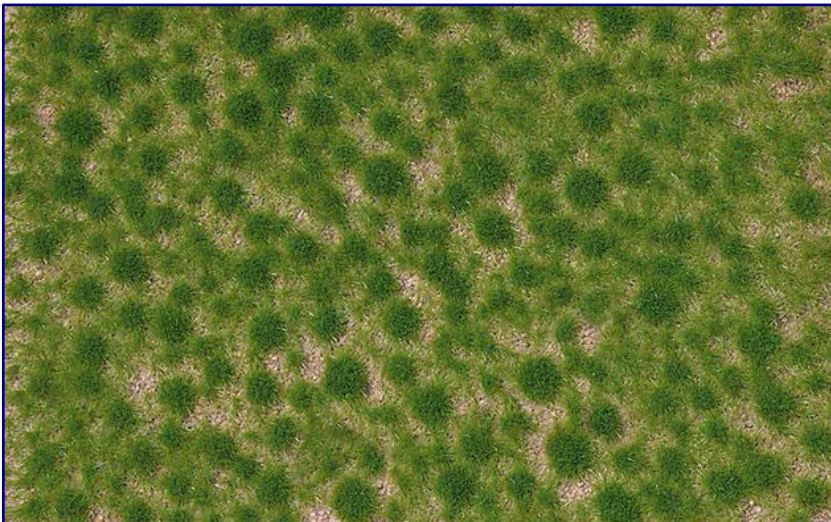
Therefore, they can be used directly and achieve a special effect in terms of look and texture. The decorative panels in 21 x 14.8 cm format made of printed cardboard are intended for use in the design of walls, buildings or house walls.



However, we consider at most two of the four new plates suitable for our purposes, as the brick replicas of the others cannot cover the gauges from H0 to Z in a scale approximation: weathered plaster (7436) and weathered wall (7437).

By the way, new hand-made natural pure deciduous trees with particularly realistic foliage appear to be very interesting.

It will be worthwhile to see whether smaller specimens with finer leaves will be added to the range in the next few years, which could then also be used for Z gauge.



The new grass tufts of the Natur Pur series can basically be used in all gauges, can be combined with each other in any way due to their harmoniously coordinated colours, and which still have their limits when it comes to credible use due to their length and their effect on the layout.

We count 16 different packs with grass fibre lengths of 2, 4 and 6 mm. Each of them contains up to 100 tufts of grass, which are applied to a 13.8 x 8.8 cm carrier foil and are taken off and stuck on individually.

Provided that the prints suit our scale sufficiently, the decorative plates "Weathered Wall" (7437) and "Weathered Plaster" (7436; photo above) could become interesting for scratch-built projects. The grass tuft mats, in the photo below "Spring" (3511),, as well as, the other vegetation variants definitely help in designing. Photos: Busch

We do not use the products with 6 mm fibre length, because this would correspond to grass with a growth height of more than 1.30 m. We also offer the products with 2 mm fibre length.

The following products are available: "Spring" (3511), "Late summer" (3513) and "Autumn" (3514) with a height of 2 mm and "Spring" (3516), "Late summer" (3518), "Autumn" (3519), "Spring, bicoloured" (3531), "Late summer, bicoloured" (3533), "Tufts of weeds, spring" (3541), "Late summer" (3543), "Tufts of flowers, spring" (3546) and "Late summer" (3548). Further new products will be announced for summer 2021.

www.busch-model.com

+++ Deluxe Materials +++

At this supplier from the United Kingdom we found a UV adhesive as a new product, which is offered under the product name "Roket UV," and is supposed to cure within one to three seconds. It is offered in containers of 5 and 20 grams.

Unfortunately, the pages do not provide any information about the composition: pure UV adhesives have not yet been able to establish themselves in model making due to the lack of transparency of the parts to be glued, as they often could not develop sufficient adhesive strength.

However, as it is listed under cyanoacrylate adhesives on the supplier's website, it is probably a mixture with superglue that has eliminated this problem. The new products can only be purchased directly from the manufacturer within the United Kingdom; shipping outside the country's borders is not permitted.

www.deluxematerials.com

+++ Donau Elektronik +++

This supplier, which is a subcontractor for retailers, also lists some interesting tools and aids in its new products brochure that will be of interest to our readers.

The first is a high-quality micro-open-end spanner (wrench) set (art. no. 980-SET) with ten V2A open-end spanners (wrenches) between 1 mm and 4 mm width across flats. The gradation between the individual sizes runs in alternating steps of 0.3 and 0.2 mm up to a width of 2 mm, and from then on in 0.5 mm steps to 4 mm, plus 3.2 mm. The tools are packed in a practical storage box.



The high-quality micro-open-end spanner (wrench) set (art. no. 980-SET) provides good service for do-it-yourself projects. Photo: Donau Elektronik

A six-piece hook set (RM16) offers a total of nine different shapes for scoring and modelling in model making as well as electronics (hooks on one or both sides of the handle).

The 140 mm long tools made of chrome vanadium steel are supplied in a bag for storage.

There is a clever idea behind the giant cutting mat size A1 (MS-A1): The self-healing tool with centimetre grid offers various, printed angles and shapes, but also shows length measurements in typical scales down to 1:220.

In addition, thanks to TPU coating on the back, it is slip-resistant and foldable, which makes it considerably easier to transport!

There are three new products in the field of stranded wires for various applications: Plastic-insulated copper stranded wire with a cross-section of 0.14 mm² will be available in eight 5-metre coils (119-885) in the colours red, blue, grey, black, yellow, green, brown and white.

Twin wires with 0.25 mm² cross-section in a very flexible design, 5 and 50 m rings are offered in the colour combinations red-black (225-01 & 225-010), red-blue (225-02 & 225-020), red-brown (225-08 & 225-080) and oiled-brown (225-38 & 225-380).

The copper strand RGB LEDs are four-core, also insulated with plastic, flat and flexible. They show a helpful colour combination of black-red-green-blue for connecting RGB LED strips, which can be helpful in the model building sector for adjustable layout lighting, for example. With a cross-section of 0.25 mm², 5-metre (419-005) and 10-metre (419-010) rings are available here, supplemented by 10 metres in a ring with a cross-section of 50 mm² (450-010).

The 23-piece "Lighting connection set" (755-SET), consisting of ten dwarf plugs each with cross hole and screw connection at 2.6 mm diameter (yellow and brown), one 10-metre ring each of stranded copper wire with 0.14 mm² cross-section (yellow and brown), as well as a matching distribution strip with ten connections, and 36 cm supply cable including dwarf plugs at the end, offers a useful combination.

shopware.donau-elektronik.de

+++ ESU electronic solutions ulm +++

The quadruple magnetic article decoder Switchpilot 3 (art. no. 51830) is intended for stationary use on the layout, is multi-protocol capable and can switch double coil point machines, light signals, magnetic uncouplers, incandescent lamps or other stationary consumers.

For easy configuration, it has a new operating concept consisting of a four-line, illuminated OLED display and three input buttons. As an eight-fold decoder it is called Switchpilot 3 Plus (51831), but a Switchpilot 3 Servo for controlling up to eight RC servo motors is also offered.

www.esu.eu

+++ Faller +++

The manufacturer from Gütenbach in the Black Forest has become a synonym for building models with its company name. In 2021, it will celebrate its 75th anniversary and therefore has new products for our gauge in its quiver for the first half of the year.



These summer dressed passers-by (art. no. 158052) belong to the spring new products in the Faller anniversary year. Photo: Faller

The main new product for the scale 1:220 is the Oberneulander Mühle (art. no. 282789), a Dutchman windmill with an octagonal ground plan and a surrounding gallery. Its prototype is a listed building in the Bremen Oberneuland district.



The main new product for the Z gauge is the hard cardboard kit for the Oberneulander Windmill (282789), which has its prototype in Bremen. Although the model looks appealing overall, we are not impressed by the pointed cap of the prototype with its clumsy and clunky shape. Product photos: Faller

The hard cardboard laser-cut model can also be powered with the Faller gear motor (180722), which can be purchased separately. Unfortunately, this can also be seen in this model, because especially compared to the original, the mill cap (bonnet) does not look very convincing in its shape and proportions. It seems as if this part of the building was “constructed around” the given windmill.

Of course, this windmill can be used from epoch I onwards. With its extension it requires a base area of 112 x 80 mm and a height of 132 mm. With the sails (blades) the width increases to 100 mm and the height to 157 mm. This new product will be available from May 2021.

A six-piece figure set “Passengers” (158052) has been announced as a second new product for specific gauges. Further new products are for landscaping, and can therefore be used independent of the construction scale.



A new 2C model water (171656) is intended to provide deceptively real results when designing water surfaces. Clear casting resin and hardener component can be dosed, mixed and stirred in just a few steps.

The finished compound can be applied to almost all substrates, including foam PS panels. With stirred-in dry pigments, the water can also be coloured, immediately.

Faller promises clear wiring under the layout surface with the brown distribution plate, (180807). The small current distribution plate offers 2 x 10 sockets and is supplied with ten plugs (2.5 mm). Alternatively, an identical product is available in the colours red (180801), yellow (180802), blue (180803), green (180804) and black (180805).

At <https://faller-create.de/>, many functions have been expanded in recent months. The supplier therefore also points out that it is now possible to build freely and with millimetre accuracy even in scales smaller than H0. Even if Z scale was not explicitly named, it might be worth taking a look at this offer for individualists.

A new 2C model water complements the Faller range. Photo: Faller

www.faller.de

+++ Heki +++

New trees appear in the Super Artline series that are also suitable for Z scale. With heights of 4 cm, the five deciduous trees (art. no. 19130) rather reproduce young specimens on a shelter, while the five apple (19131) or plum trees (19132) already have a normal growth height. But, also, the two hornbeams (19113) remain within the scale range with a height of 9 cm.



The five apple trees (art. no. 19131) are not too big for the scale of 1:220. A height of just under nine metres should not be too generous for fully grown fruit trees. Photo: Heki



What was written before also applies to the five plum trees (19132), which are based on the same tree blanks, but flocked in different colours. Photo: Heki

In the Realistic model tree series, the four birch trees (19120) at 11 cm seem just about usable, as do the same number of poplars (19110) at 13 cm, because this tall and slender tree is depicted far too small in almost all gauges.

www.heki-kittler.de

+++ Herpa +++

In the field of 1:200 scale aircraft models, new moulds for two Russian military prototypes were announced: the Tupolev TU-22M3 strategic bomber and its modernised version TU-22M3M.

The supersonic aircraft, built between 1967 and 1997, is equipped with pivoting wings like its prototype.

Of course, this only makes sense if it does not always have to travel with its landing gear extended. The landing gear is therefore also designed to be removable.

There are also two new designs for the simplified Snapfit models in flight presentation. In both cases, the European aircraft brand Airbus is being considered: from about May/June, the first models of the Airbus A220 can be expected, and for the third quarter of 2021, the Airbus A330-700, better known as the wide-bodied transport aircraft "Beluga XL".



The "Ed Force One" is reproduced in the form of a Boeing 757-200 by Herpa in the Snap-Fit series, seen here as the "Somewhere Back in Time World Tour 2008" version (Item No. 613 255). Photo: Herpa



The strategic long-range bomber Tupolev TU-22M3 also gets swivelling wings and removable landing gear as a model to be able to display it as if it is in flight. Photos: Herpa

In addition, an expansion of the diorama accessories was also announced for this year. However, we are now looking at the next new products, which have already been announced with concrete models, but limited to machines with a maximum model length of 30 cm and usability in Europe.

Fans of "Iron Maiden" will be especially pleased, because their Astraeus-Boeing 757-200 "Ed Force One" will appear as a Snapfit model in the designs "Somewhere Back in Time World Tour 2008" (art. no. 613 255) and "The Final Frontier World Tour 2011" (613262).

In the sports sector, Eintracht Frankfurt supporters can look forward to their "SGE-Express" from Sun Express. The Boeing 737-800 also appears as a Snapfit model (613200). All other new products are regular Wings models with represented landing gear.

The Alrosa Tupolev TU-154M (571388) commemorates the last commercial flight of the prototype, the CSA Czechoslovak Airlines Ilyushin IL-18 (571333) is another aircraft of former Soviet production. The Boeing 707-400 of Israel's El Al (571432), on the other hand, established the era of jet aircraft in the West.



Israel's El Al Boeing 707-400 (571432; photo above), Douglas DC-4 (571357; photo below left) and British Airways Helicopters' Boeing 234 "Chinook" (571418; photo below right) are other new products scheduled to appear by mid-2021. Photos: Herpa

Much smaller are the Iberia Lockheed L-1049G Super Constellation (571395), and the Swiss Air Lines Douglas DC-4 (571357) from the last heyday of piston engine propulsion. The "banana helicopter" Boeing 234 "Chinook" (571418) is flying for British Airways Helicopters.

Concluding this line-up are two military aircraft, the Lockheed Martin F-35A "Lightning II" of the Italian Air Force (571371), and the Russian Sukhoi SU-27SM Demonstrator.

www.herpa.de

+++ Kuehn +++

This manufacturer states on its website that due to the postponed International Spielwarenmesse (International Toy Fair) and currently closed shops, new products will not be presented until later in the year. Those interested in the digital solutions from this company should therefore continually follow the entries on the company website.

www.kuehn-digital.de

+++ Lux-Modellbau +++

The long-awaited Lux Staubhexe (Dust-witch) is finally scheduled for delivery in the 3rd quarter of 2021, according to information now published.

www.lux-modellbau.de

+++ Märklin +++

We would like to certify that Märklin is the market leader with a very colourful programme of new products geared to a wide range of interests. Even if the first impression is that the Göppingen-based company is rather restrained with new moulds, it is neither boring, nor unattractive, what they have put together.

Consequently, we have heard words of praise throughout the series so far, which more than confirm our impressions. It also has to be taken into account that a big anniversary (50 years of Z-gauge) is coming up next year, and, that as a result of the factory closures in Győr and Göppingen, as well as failures in the supply chains in spring 2020, delivery dates have changed significantly: Backlogs could, at best, only be partially worked off through the present.



Some information regarding the product equipment of the double diesel locomotive V 188 001 a/b has been added since it was announced as the Insider Annual Model 2021. The order deadline for this model was extended to 31 March 2021 shortly before the editorial deadline. Photo: Märklin

And so, we are pleased to have a well-balanced compilation, which we would like to present in more detail below. Let's start with this year's dealer's gift (art. no. 80131), which is otherwise known as the "Messewagen" ("trade fair wagon").

Märklin uses it to honour this year's anniversary "50 years of Intercity", which is also printed on the roof of the model. A Donnerbüchse had to be used for this, which was painted with the long-distance livery of the Deutsche Bahn AG and its logo.

The next step will be this year's models for the Insider Club members: Known since November 2020 was the new-form double diesel locomotive V 188 001 a/b of the Deutsche Bundesbahn (88150), about which we could still clarify some details.

For example, it is correct that this model will have a change between warm white LED headlights and red tail lights depending on the direction of travel. Furthermore, the rods that firmly couple both halves are designed to be pluggable. As delivered, the model runs through the radius R 1 (145 mm), but can also be coupled more closely, thanks to two additional coupling rods that are enclosed. One of these exchange parts is for R 2 (195 mm), the other for prototypical display in the display case.

A privately used class Uc powder silo car was announced as the annual car (80331), which belongs to the former chemical company Hoechst AG from Frankfurt (Main) in its operating condition around 1994. It is painted dark grey and bears the name and logo of its owner on the left container.

So, it's fitting that we're on the subject of MHI special models. The first edition for this dealer initiative in 2021 will be Railroad Maintenance Car Set (87761) for track construction. It contains two ocean-blue painted conversion three-axle cars as a living/workshop car (conversion from BD3yg) and a lounge car (conversion from B3yg). Both models are not identical with the wagons of the earlier pack 8776 from 1991.

This set is completed by a chrome oxide green equipment wagon (former G 10), an open freight wagon Klm 441 with ten rails as a load and an open freight wagon E 037, which has a ballast insert.



The crane with protection and low side wagons (86572) optionally extends the track construction train seen on page 27. Photo: Märklin

This set can be extended with a supplement (86572) consisting of a Krupp Ardelt crane together with a protection wagon and a low side wagon (ex X 05), which is equipped with a load "tools" made of resin. All three wagons are painted chrome oxide green and belong to the Deutsche Bundesbahn Railroad Maintenance Car train (Era IV).

The matching locomotive for the complete train is a class 212 crimson diesel locomotive in the familiar design, which means that this extremely popular locomotive is being offered individually for the first time in its original colour with lettering for Era IV.

Another wagon pack is intended for Era III and is recommended as matching the V 188: We are talking about three old construction tank cars (82326) with attractive designs of the companies "Hobum" and "F. Thörl," which captivate with their blue paint. More inconspicuous is the car of the lessor Eva with its old logo; however, it is the one that once belonged to the daily scene.



The three old construction tank cars bring (82326), in addition to two attractive and picture-covered colour variants, also, finally, an early Eva version. Photo: Märklin

Besides the diesel locomotive for the club members, there is only one other mould new product this year: This is the sliding roof/sliding wall car of the type Tbes-t-68 of the Deutsche Bundesbahn, which can fall back on an existing running gear. It shows the prototypical details, which also include attached platforms on the front sides.

It is offered as a set of two (82153) in operating condition around 1963 (epoch III) and as a set of four as Tbis 871 (82155) with touch-up patches for the eighties (epoch IV).



In the eighties, the Tbis 871 is on the road as a four-pack with touch-up spots (82155). For Era III, the new sliding wall car comes in parallel as Tbes-t-68 in a pack of two (82153) with reproductions of unlacquered metal doors. Photo: Märklin

The bronze investment casting edition for collectors continues with two new products. One is the small cattle car Vh 14 (86606) with brake house; the second is a diesel locomotive V 200 (88207) with window inserts.

For the locomotive, the housing fastening had to be changed, as the metal cannot be spread. It is packed in a wooden box.

Fans of Era II will also be very happy this year.



The shapely electric locomotive of the class E 18 (88083) will receive a product update, and will be converted to have a bell-shaped armature drive and warm white LEDs. Modified in this way, it has been running for the Deutsche Reichsbahn since 1937.

With the class V 2000 (88207) we continue the bronze investment casting edition for collectors. Photo: Märklin

But the German Federal Railways can also rejoice here, because a version with the latest technical standards is also being released for them: In Era III, it has steel blue paint and a light-coloured decorative stripe between the frame and the superstructure (88088).



The shapely E 18 appears in no less than two versions after its product update: Deutsche Reichsbahn from 1937 (88083; photo above), and in the never-before-offered standard steel blue livery of the Bundesbahn (88088; photo below). Photos: Märklin

Thus, after almost twenty years, the E 18 finally appears in the design which everyone probably remembers, and how it, consequently, belongs on an electrified model railway line!

But let us return to the pre-war period. The important locomotive new product is complemented there by a five-piece apron car set (87352), which was already offered in a similar form: one AB4ü (1st/2nd class), two C4ü (3rd class), and one ABC4ü (1st/2nd/3rd class), supplemented by a Mitropa dining car WR4üe. All coaches have close couplers.

And also the freight traffic of epoch II was thought of, because here three hinged cover cars K Wuppertal (86010) for 15 t load weight each with brakeman's cab and spoke wheels roll forward. The open freight wagons O 10 (82327) appearing at the same time are packed in pairs, bear signs of operating use, and bring a three-wheel box wagon Tempo A400, as an extra.



The small theme pack "Coal Loading" (82337) consists of a loaded freight car O 10 and a Fuchs 300 excavator with a high cab. Photo: Märklin

The latter type of wagon will also make it back into Era III this year, but there individually as part of a "Coal Loading" themed pack (82337).

Here, it no longer has a brakeman's cab, but an open platform, but it does have a coal load insert. It is completed by a Fuchs 300 excavator with a high driver's cab and coal shovel.

We also consider the individually available Donnerbüchsen for Era III based on the DB model to be a good idea.

Although there have been many wagons of this type in recent years, a real gap has now been closed. The wagons were in use in the first half of the fifties, therefore, painted in the

dark bottle green again, but do not bear the DB logo, which was only introduced in 1955.

This period was also before the class reform, which is why only the 3rd (main class C) or 2nd and 3rd class (BC) is written on the models.

With different road numbers are offered here: a BCi (87501), two different Ci (87511 & 87512) and a pack wagon Pwi (87521). The lower case i indicates wagons with open platforms.

The class 64 tank steam locomotive (88744) with likewise early Era III markings or the V 36 108 diesel locomotive from the museum locomotive series (88772), which comes in a wooden box, are a good match.

Märklin remains true to its latest line on another point: when the moulds are ready for production, several variants are produced from them at once in order to be able to work more economically. This also provides fans of the German Reichsbahn with interesting models in Era IV.



Donnerbüchsen appear for the late DR and the early DB, here two Bundesbahn examples before class reform, still without logos (87501); photo above / 87512; photo below). Photos: Märklin

The Donnerbüchsen also are bottle green with the distinctive DR text logo and computer numbers. The four car set (87513) consists of a Daai baggage car and three 2nd class Baai through cars. The class 37 steam locomotive with tender appears at the same time as the matching locomotive (88032).



The "Steppenferd" last bore the class designation 37 at the Deutsche Reichsbahn of the DDR. A Märklin new product (88032) for the DR diesel coaches now appears in this design. Photo: Märklin

It was known as class 24 before the renumbering, its actual prototype was later sold to the West to procure foreign currency. The model is from the revised design without the standing boiler dent, which was once taken from the H0 model that was the inspiration in the seventies.

As all good things are known to come in threes, a goods train set (82268) is not missing for the Eastern Reichsbahner, consisting of a trio of two covered wagons Gbkl (ex-Dresden) and a low side wagon Klms [3430].



The V 36 108 (88772) continues the series of museum locomotives and is therefore packed in a wooden box. Photo: Märklin

The special feature of this Era IV set is the yellow painted sliding door of one of the wagons, which is also marked with danger and hazardous materials information: Tetra-ethyl lead, which was once added to petrol to make it anti-knock, was transported in it.

Let's stay in Era IV for a short while, but switch back to the DB, because here we are still missing three important new products: Surprisingly quickly, an oil-fired multi-purpose steam locomotive of class 042 (88276) appears in the normal programme.

With the road number 042 096-8 indicated that it comes from the Bw Rheine, which in this case still belonged to the (soon to be dissolved) BD Münster. Otherwise, it is identical in every respect to the Insider Model 2020.

A missing variant of the V 2000 was this locomotive in its original purple colour scheme with computer number (and corresponding Ege biscuit on the long sides). It now appears as 220 085-5 (88206) from the Krauss-Maffei lot in the condition of the early seventies.



Surprisingly quickly, the Insider locomotive 2020 (not yet delivered) also appears in the normal programme, namely for Era IV as 042 096-8 of Bw Rheine (88276; photo above). The class 220 in purple also closes a gap in variants for this class (88206; photo below), and we hope that the shape of the more pointed decorative lines of a KM locomotive on the front will be correctly implemented this time. Photos: Märklin

As promised, the “German Wine Route” theme continues with a train set (81306) that expands on last year’s pair of cars: two more pairs of WG3yge/WG3yge cars, and a matching class 2184 mainline diesel locomotive in ocean blue/ivory extend the train, which was already begun.

We hope it will be well received by the Zetties, and will then be completed in the anniversary year 2022 by new bogie express coaches with double end doors, which also travelled in this special train and represent a large gap in the 1:220 scale programme.

Slowly, we are now getting a bit more international, as the DDm 915 auto transport wagon for passenger trains is not returning to the range in DB design. Unloaded and single it comes in chrome oxide green (87094), which means that it was already part of the range except for the short coupling that is now installed.

International trains can also be formed with the car transport wagon pack (87095) based on the ÖBB model. These two examples of the DDm in pure orange and with the ÖBB flag on the pillars (Era IV) also have close couplings and were used in international traffic.

The sliding tarpaulin wagons of the type Shimmns(-tu) 718 of DB Cargo are also being reissued. Individually for Era V (86357) with slight signs of ageing or as a duo for Era VI (86356), they show different designs, whereby, especially the two examples from the double pack, with and without green advertising banner, stand out clearly from each other.



The eye-catching DDM car transport wagons in pure orange (87095) could also be seen outside Austria when they crossed the border into Germany on international auto transport trains. Photo: Märklin

Also of interest, is a container car pack (82665) from the transitional period from the Bundesbahn to the Deutsche Bahn AG. The six wagons are of the types Sgs 693 (two) and Lgjs 598 (four).

They are loaded with various 20- and 40-foot containers, as well as Hoyer tank containers, which are no longer available.

The orange Hapag-Lloyd containers and the grey examples still labelled "Maersk Sealand" are certainly striking splashes of colour.

A DB-TFG container in pebble grey with a strawberry-red longitudinal stripe seems to be a bit out of the ordinary, as it was certainly a residual wagon, about to be taken out of service, and had not been redesigned at that time.



This sliding tarpaulin car Shimmns(-tu) 718 from a set of two (86356) serves the area of the modern Deutsche Bahn AG. Photo: Märklin

A suitable train locomotive for the presented freight wagons is the extremely popular "Ludmilla" class 232 in bordeaux-red original livery (of the DR) and markings of DB Cargo (88136), as it was often seen in the mid-nineties.



In its original livery, but already sporting the DB AG Dürr biscuit, class 232 (88136) now appears as a suitable diesel locomotive for DB Cargo's modern freight service. Photo: Märklin

There is also the class 285 (88378) from the TRAXX family, a modern diesel locomotive in Press blue, and the grey "Messelok" V 270.09 (ex class 221), a Bundesbahn classic that has found a new home at Schienen-Güter-Logistik GmbH (SGL), stylishly packaged in a wooden box (88205).



Things are also becoming more international in the programme and on model, railway tracks with the three SNCF sliding tarpaulin wagons (82427). Photo: Märklin

The three SNCF type Rils sliding tarpaulin cars (82427) stand out as popular models for Era V international freight traffic. These European standard wagons carry colourfully designed advertising for three French mineral water brands.

However, those who value colour and want to be guaranteed that their trains will not escape the notice of onlookers on the layout will not be able to avoid another set of five. PKP Cargo's Falns self-unloading wagons (86311) can be used to form block trains that travel with coal traffic between the Silesian coalfield and Germany, including the Ruhr area.

The special thing about these wagons is that queues of wagons formed from a single type appear much longer to onlookers than they are. In this particular case, the empty wagons running back east with close couplings, benefit from the fact that their yellow-blue livery makes them the most striking reproductions of this type of wagon.



The PKP self-unloading wagons (86311; 5 examples) are certainly the most colourful representatives of their type and are therefore guaranteed to stand out on any layout. Their prototypes can be seen frequently in Germany.

Last but not least, the fans of the SBB and ÖBB get their money's worth. The SBB's Re 420 electric locomotive from the LION modernisation project (88595) can be seen today mainly in Zurich S-Bahn traffic, but can also be used with many other rolling stock from the Märklin range. The features of its visible modifications on the long sides are reproduced by pad printing.

Märklin has added a private Hbbins sliding wall car from the Swiss paper paint company Saber AG (82385) with blue advertising for Tela-Kimberly on a white car background as a new product. It is modelled on its prototype from 2012.

The three four-axle sliding wall wagons of the type Habbiillnss (17) from an Austrian-Swiss wagon pack (82418) are undoubtedly travelling internationally. One each belongs to SBB, Transwaggon Zug/Switzerland, and Rail Cargo Austria. This type of wagon is the first colour variant of the new design that was previously sent on its journey for the Swiss postal service.



One of the new accessories is the MCI-43 makeshift personnel carrier (89012), which earns its living as a shed or material store. Photo: Märklin

For the rolling stock we are now only missing the Easter wagon 2021 (80421), which should be delivered quite soon. The chosen car is a light blue R 10 stake car with an Easter-like decoration and a load of three colourful, laser-cut Easter eggs. It is packed in a transparent plastic Easter egg for hanging.

The spring new products are rounded off by an architectural kit (89012), which is based on a makeshift MCI-43 passenger car that has been stripped of its running gear and is used as a shed or material store, and an individually packaged vehicle set consisting of eight different coloured Tempo tricycles with box or flatbed (from new construction). This set is declared as “display” (89024) and can be used in many eras.

www.maerklin.de

+++ Microrama Miniature +++

Microrama has launched its own grassing machine, the “bFlock 50” model, which is now available in various cases, graded according to the desired range of equipment. The combinations differ according to the number of enclosed sieves and attachments for different uses.



The Trainini owned Electrostat "bFlock 50" was delivered in a practical case with different equipment, here the maximum configuration. Photo: Microrama

Compared to the pre-series, some changes have been made to the internal test inserts to improve its handling: The switch has been moved 8 mm lower, the grounding (earth) cable has been extended to 1.25 m and made thicker, but, at the same time, more flexible.

The material for the battery cover has been changed and now proves to be more durable. Further changes have been made to the electronics, which make the unit more powerful, and at the same time easier on the battery.

www.microrama.eu
www.microrama.online

+++ MKB-Modelle +++

Unfortunately, we have not yet found any new products in scale 1:220, but we think it is worth mentioning various building boards for the Z gauge made of 0.2 mm thin, coloured photo paper. They are very well suited for creative scratch building, and, therefore, allow individual buildings in modern construction.

Various roof coverings made of tar paper and shingles, wooden planks and slats as well as brick masonry in two colours are offered.

www.mkb-modelle.de

+++ Modellbaukompass +++

According to the website, their distribution has been closed since 1 January 2021. We do not have any exact information yet.

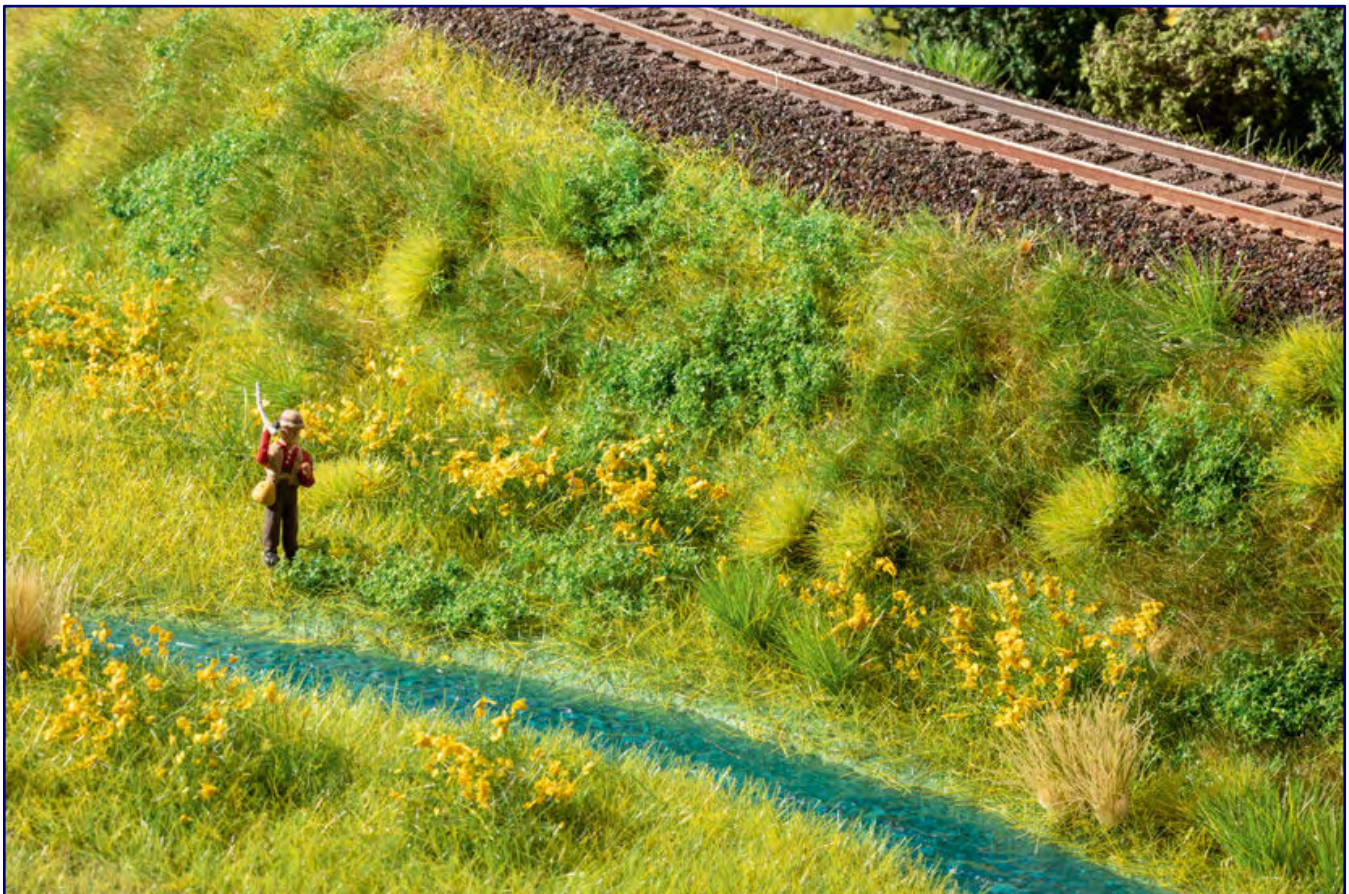
www.modellbaukompass.de

+++ Noch +++

Landscape design specialist Noch has also put together some new products in 2021, which can be used on future Z-gauge layouts. The two vegetation starter sets "Meadow" (art. no. 60771), "In the forest" (60772), "By the wayside" (60773), "On the bank" (60774), and "By the railway embankment" (60775) begin the series.

They offer a price advantage over buying them individually, and each set consists of a selection of scattered grass, material, flock or tufts of grass to match the theme.

The Natur+ series is further expanded with the following meadow and field mats in 25 x 25 cm format (two mats per pack), each with multi-coloured grass: Lush Meadow (07470), Reed Meadow (07471), Natural Meadow (07472), Heath (07473), and Grass Steppe (07474).



Design example for the new ground cover foliage in medium green (07250), modelled in H0 scale. Photo: Noch

Wafer-thin ground cover foliage on a black, stable substrate (12 x 18 cm), easy to peel off and install, either completely or in pieces, offers the following new products: medium green (07250), olive green (07251), dark green (07252), green/beige (07253), green/brown (07254), as well as meadow yellow (07255), white (07256) and red (07257).



The large landscaping basic modelling package (60780) has it all. In terms of price, those who do the math and see their needs covered will achieve a noticeable price advantage over the individual items. Photo: Noch



The detail markers (61155) could prove to be a clever idea, but their tip width is not specified in the brochure. Photo: Noch

The scatter grass assortment is expanded with 4 mm long fibres in a 20 g bag in the shade medium green (08364). The much too small reproduction of most trees also allows the Zetties to use three southern European templates as fully grown specimens: pine trees (21992) 8.5 and 11.5 cm high, olive trees (21995) 6 and 9 cm high and cypresses (21998) 10, 11 and 13 cm high.

The large landscaping basic modelling package (60780) certainly has the price of a steam locomotive model, but also actually contains a “full equipment” of materials for terrain construction, and designing a landscape with greenery, water and rocks. It is aimed at beginners and offers a price advantage compared to purchasing the products individually.

The water colour set (60878) is intended for basic design with colour and can be poured over with the “water drops” because these colours are heat-resistant. The new model water “colour” (60877) is a coloured variant of the long-known product.

The six detail markers (61155) in the colours black, white, silver, yellow, red and brown bring a new approach, for example for



The shady pine tree (21992) with its characteristic umbrella crown is the pine tree of Italy. Like almost all trees, it is clearly reproduced too small and is therefore perfectly suited for the Z gauge. Photo: Noch

“rusting” rail sides. Our readers should compare this product with the well-known Edding paint pens.



It is not the pigment powders that make up this new product, but the mixing bench (61169), as a tool holder complete with inserts for mixing powder colours. Photo: Noch

“Ageing gracefully” jokes Noch when introducing its Patina Powder with Mixing Bench (61169) and Mixing Insert (91951) as consumables to be purchased separately. The mixing bench is a kit that is equipped with three mixing inserts and seven colour pigment jars.

www.noch.de

+++ Peter Post Werkzeuge +++

The new precision wire stripper S (art. no. 37535) enables easy, as well as fast, and even stripping of flexible and solid wire conductors. It is ergonomically shaped and has an automatic sensing system that determines the cable diameter.

This is what makes it so valuable when working on the layout, as it prevents damage to the inner conductors. The working range covers diameters from 0.12 - 0.8 mm. With the adjustable scaled length stop in the working range from 5 to 45 millimetres, the desired stripping length can also be quickly, and reliably, set.

Two long-lasting, precisely adjusted torsion springs ensure comfort. They act symmetrically on the pair of blades and automatically cut the respective insulation with the appropriate pressure. Incidentally, the wire stripper is suitable for both right-handed and left-handed users.

As mentioned in the construction report of this issue, there is currently also a special offer for the Mozart precision knives (art. no. 01345) with ten standard blades (01346), and as a bonus ten additional replacement blades of one of the two other blade shapes (01347 / 01348).

These sets can also be purchased at a reduced price together with the Working-Station (01344), a stable and safe working tray for the sharp blades.

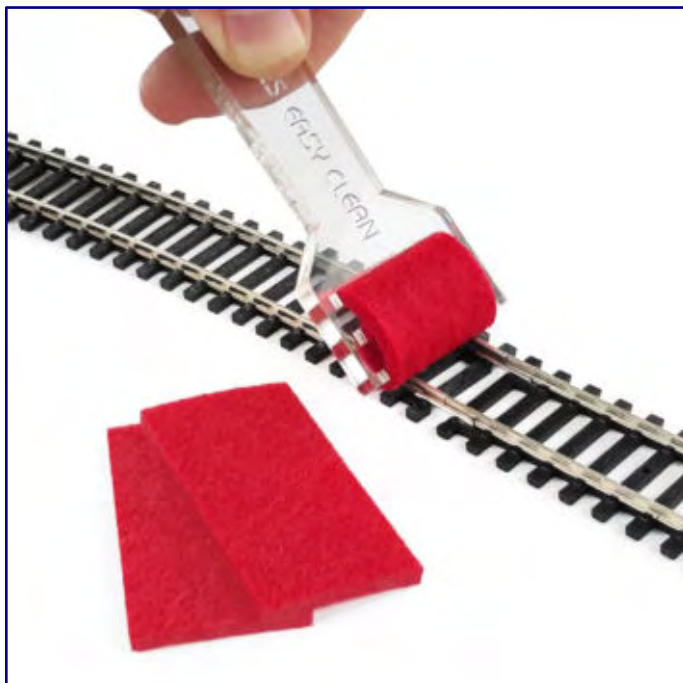


The background to this accelerated offer is the ongoing development of blades for this knife, which is intended to make it even more attractive for model makers.

The precision wire stripper S (art. no. 37535) can help avoid frustration when removing cable insulation. Photo: Peter Post Werkzeuge

However, the additional blade shapes still have to be made ready for series production and tested for their use in different application areas. It is, therefore, not yet possible to make a statement about the effectiveness of the knife.

www.peter-post-werkzeuge.de



"Rail Track Cleaner" for all track gauges. Photo: Proses

+++ Proses +++

On the pages of this Turkish supplier, we found a track cleaner "Rail Track Cleaner" (art. no. TC-001) suitable for all tracks, which is delivered including two spare cleaning felts. It can do its job even on a small scale, at least on tracks with good accessibility and without overhead catenary wires. Five matching replacement felts (TC-002) can be purchased separately.

www.proses.com

+++ Rokuhan +++

Rokuhan customers in Europe always depend on what its European distributor Noch markets. This year, the Wangen-based company is focusing on the Shinkansen 500 models of the Japanese model railway manufacturer.

They have now succeeded in acquiring licensing rights for the European market for the Hello Kitty Shinkansen, whose prototype and model we already presented in detail in **Trainini®** 2/2019.

This means that nothing stands in the way of now also selling in Europe the three-part basic unit (art. no. T013-6 / Noch 7297867) and the five-part extension (T013-7 / Noch 7297868) as well as the starter pack with basic unit (G004-3 / Noch 7297926).



The popular Shinkansen series 500 in the extravagant Hello Kitty design is now also distributed in Europe. It is divided into a three-part basic unit (art. no. T013-6 / Noch 7297867) and a five-part extension. (T013-7 / Noch 7297868).

A switch back control system (C006) that automatically sends trains back and forth between two end points was already announced in the United States some time ago. Trains are detected at the end point by a photo sensor, slowed down, stopped and reversed in their direction of travel.

Also announced there was an automatic block power switch (C007) for analogue operation. Like their proprietary point switches, it is simply plugged into the left-hand side of the RC02 or RC03 train controllers.

www.rokuhan.de

+++ Schreiber-Bogen Kartonmodellbau (Aue-Verlag) +++

If you want to devote yourself to a historical topic close to Z gauge (scale 1:250), you can create the Stone Age Stonehenge (art. no. 790) in cardboard model construction. No less impressive is the 1-metre-long aqueduct "Pont du Gard" from ancient Roman times (791), in scale 1:300.

From the MTP studio Thomas Pleiner comes the miniaturisation of St Paul's Cathedral in Münster, Westphalia (S118), which despite the scale of 1:300 still has a length of 36 cm. Therefore, despite the not exactly fitting scale, it is certainly a sensible compromise solution for all those who are looking for a large church that should not stand too close to the front edge of the layout.



St. Paul's Cathedral in Münster (art. no. S118; photo above) and salvage tug "Seefalke" (3435; photo left) are two new cardboard kits that are sufficiently close to Z scale. Photos: Aue-Verlag

Fans of harbour scenes can look forward to the salvage tug "Seefalke" (3435), which has been published by the Hamburger Modellbaubogen-Verlag and can be built up in even more detail with a laser cut supplementary set (4435). The conversion scale in this case is 1:250.

www.schreiber-bogen.de

+++ Silhouette Modellbau +++

Silhouette has also announced nine different types of deciduous trees in four different, seasonal representations each and two conifers for Z gauge. The following very beautiful miniatures are available from the Profiline series:

Hanging birches for spring (art. no. 211-61), summer (211-62), early (211-63) and late autumn (211-64) as well as poplars (213-61 to -64), aspens (215-61 to -64), beeches (220-61 to -64), apple trees (226-61 to -64), sycamore trees (233-61 to -64), weeping willows (240-61 to -64), linden trees (242-61 to -64) and oaks (280-61 to -64) in the same versions. They are complemented by a spruce (273-62) and a fir (276-62).

Loose flowers (898-30MS) can be scattered, in most scales, while for the flower assortments in five colours (898-29MS), as well as unspecified coloured flowers (998-30MS & 998-30S), suitable planting options should be sought.

Last year we introduced new grass mats on carrier film with short fibres at 3 to 5 mm thickness. This programme is now being expanded with smaller mats in 14 x 9 cm format (art. no. ending in MS). Unfortunately, the information on new products does not give any indication of the fibre lengths in the following list:

Cattle meadow spring (713-21MS), summer (713-22MS), early (713-23MS) and late autumn (713-24MS) as well as karst meadow (719-21MS to -24MS), soil overgrown (735-21 MS to -24MS), forest soil (740-21MS to -24MS), and forest soil overgrown (741-21MS to -24MS) in the same seasons.

Also, the cattle pastures (713-11MS to -13MS) and sheep pastures (715-11MS to -13MS) from spring to early autumn, as well as, floodplain meadows (733-11MS to -14MS) for all four seasonal representations with short fibres, which we explicitly listed last year, are now available in MS small format.

www.mininatur.de

+++ Uhlenbrock Elektronik +++

A Loconet servo module for four servo drives (art. no. 63500) was announced, which will be delivered with a Loconet cable. Operation is also possible without a central unit and the new product offers the presetting of the rotation speed and of four stop positions. Various switching outputs and also inputs, as well as freely programmable movement profiles, allow a wide range of applications at semaphores, barrier systems with light safety installations or also for swinging up and down or side to side.



Also new is the affordable 2.2 Ampere Booster Power 22 with wall plug power supply and Loconet cable (63210), which is intended by the manufacturer for H0 to N scale because of its output voltage of 15 volts, but will certainly not prevent it from being used in Z scale as well.

The more powerful model Power 40 (63220) with 3.5 amps is declared as "now also for Z gauge" because of selectable output voltage between 11 and 17 volts.

With 11 V for our small gauge, the supplier follows the recommendations of the NEM, but not practical experience, which rather ranges with the voltages that are also used in N gauge.

The booster Power 40 (item no. 63220) is now recommended by the manufacturer for Z gauge as well. Photo: Uhlenbrock Elektronik

A 35 VA wall plug power supply (20230) is also available separately, which outputs 16 volts on the secondary side. Both the MP3 sound module (38110) and the 3-way MP3 sound module (38130) are building blocks for playing sounds on the analogue or also digitally operated model railway layout.

Regardless of whether they are already on the computer, downloaded from the Internet or created by the user, they can be played via a USB interface. One such sound can be stored per module and played once or in an endless loop as soon as it is triggered by a button, switch or reed contact.

www.uhlenbrock.de

+++ Unique Scenery Products +++

The Dutch supplier now markets its own grass glue under the Minitec brand, which has been in its care for years, designated as a highly flexible grass flock glue (art. no. 59-0522-00), which is offered in a 250-gram can.

www.sceneryproducts.eu

+++ Viessmann +++

Two sound modules from the Viessmann new products could acoustically enliven self-designed Z-gauge scenes: Lovers (art. no. 5566) and a chicken yard (5569).

www.viessmann-modell.de



Grass flock glue from Minitec (Art.-Nr. 59-0522-00). Photo: Unique Scenery Products

+++ Walter Merten Miniaturplastiken +++

After almost yearly new and repeatedly passed delivery dates for the reissues of the Merten figures for Z-gauge announced in 2015, we have no current information. The most recent date was the third quarter of 2020, which has long since passed.

www.preiserfiguren.de



Fire extinguisher for various scales, including Z gauge (item no. 6868). Photo: Weinert Modellbau

+++ Weinert Modellbau +++

For several years now we have been supplied with beautiful new products from Weyhe-Dreye. The excellent reputation of this kit supplier also applies unconditionally to Z scale.

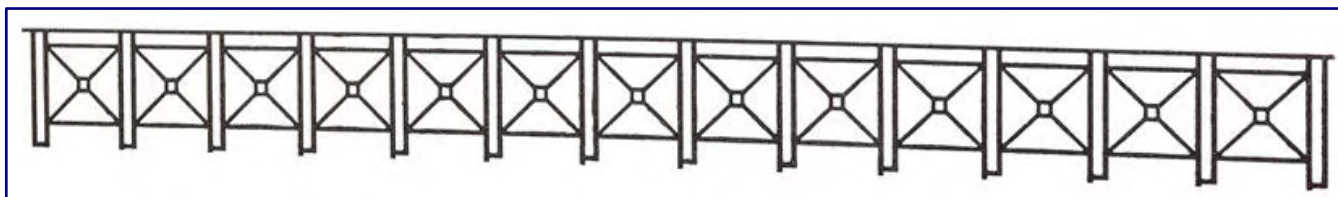
The small diesel filling station Dörzbach (art. no. 6866) made of cast brass is sure to strike a chord with customers immediately. With a prototype capacity of approx. 5000 l, it supplies small locomotives (Köf), narrow-gauge diesel vehicles, or railcars.



One of the outstanding new products of this year will probably be the small diesel filling station Dörzbach (6866). Photo: Weinert Modellbau

A useful addition there as elsewhere can be the fire extinguisher (6868), four of which are offered in the form of cast brass parts. Bronze etched parts on the other hand are the fine grids for bridges and railway area (6867; 32 cm) and the hunter fence (6864; 27 cm).

www.weinert-modellbau.de



Jäger fence (6864; photo above) and grids for bridges or railway areas (6867; photo below) are also new products. Photo: Weinert Modellbau

Bestellschluß verlängert

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Small Series Manufacturers New Products 2021

The Salt in the Soup again

Among the manufacturers who traditionally do not appear at the Nürnberg (Nuremberg) fair are also larger suppliers for the 1:220 scale such as AZL or Micro-Trains, which have their core market overseas. We would like to report on their new products as well as those of European suppliers in the small-series sector, after a lot has happened in recent years, especially in Portugal, Ukraine, and Austria.

As usual, we have also scoured the pages and publications of the well-known small-series manufacturers for our readers, as well as processing information with which new suppliers have actively contacted us. What is known after this long work and what we have been able to collect, you can read in this article.



An impression with dawn at the beginning of this report: The windmill 'Am Geestenvveen' by Archistories is certainly one of the most impressive small-series new products in 2021. But the beautiful trees are also quite something, because they come from Avantgarde Modellbau, another supplier whose new products we present here. Photo: Archistories

+++ A2 Models +++

The sale of the existing stock has not been completed to date. There are still models in 1:220 scale that can be purchased with a 20 % discount.

www.a2models.nl

+++ Álvaro Cortes +++

Portugal is also suffering and has recently suffered particularly badly from the consequences of the pandemic. Due to the massive restrictions on public and economic life, Álvaro Cortes is currently also making progress in small steps. In one or two months, he expects, there should be more new products to announce.



New decals for fire brigade, rescue service and ADAC road service vehicles (from left to right) are among the new products at Álvaro Cortes. Photos: Álvaro Cortes

Until then, there will be new sliding panels for rescue service and fire brigade emergency vehicles as well as for the ADAC road service. There is also a version of the Mercedes-Benz Sprinter, as a light tipper (light weight dump truck or tilting bed truck).



With the AC Cobra (photo, above left), the Jeep Willys (photo, above right), the Audi A6 Allroad (photo, below left) and a new tipper version on the Mercedes-Benz Sprinter (photo, below right), the new products are still manageable for the time being. Photos: Álvaro Cortes

While the Jeep Willys, built from 1941 to 1945, was more likely to be seen as an occupation vehicle and later an enthusiast's vehicle in Germany, it may have been a familiar sight in North America. The AC Cobra (Shelby Cobra), built from 1962 to 1969, was also one of the more extravagant sports cars in Europe.

That's not the case with the latest new product we have the pleasure of presenting: The Audi A6 Allroad, which has been in production since 2019, is sold and appreciated worldwide, but has its home market in Germany and Europe. All vehicles are made of resin, as is customary here.

[Acortes\(at\)leya.com](mailto:Acortes(at)leya.com)

<https://www.facebook.com/pages/My-Z-scale-models/1648628058694887?ref=hl>

+++ Archistories +++

After the great success of the "Marienfehn" windmill, Archistories has finally heeded the call to follow up with a windmill of a more recent and widespread design. Previously, our editorial staff had repeatedly suggested to this supplier for several years that they develop a gallery windmill and even passed on models.

The result of our persistent efforts is now the Galerieholländer 'Am Geestenvveen' (art. no. 702181), which is probably the archetype of a windmill for many Zetties: A wooden shingle-roofed cone with a thatched mill cap and many effective details rises above a solid brick base.



The front and back of the Galerieholländer 'Am Geestenvveen' (art. no. 702181) give hope for the delivery, which is to start at the end of March, and will, in any case, close a gap in the Z gauge assortment with a great model. Photos: Archistories

At the rear is the linkage of the so-called wind direction tracking with shank and reel. Of course, this mill is again equipped with a high-quality geared motor, which allows for a prototypical, unhurried rotation.

During product development, Archistories worked closely with Björn Plutka from Z-Doktor Modellbau on a detail that was complicated for laser cutting because of its shape, but very important. This is how a mill cap came into being, the result of countless hours to find the perfect shape of this typical windmill cap.

The kit will be available in the Archistories shop and from authorised dealers from the end of March 2021. As usual, it is made of high-quality, solid-coloured hardboard of varying grammage with an elaborate surface finish. The diameter at the base is 42 mm, the height to the cap 75 mm and to the wing tip 103 mm.

At this point we would like to add a photo of the rural US village church (403181) in wooden construction, which was exclusively issued and which we presented last year (still without a photo). In the meantime, three more colour variants have been added to the series of rural US houses in turn-of-the-century style: olive green (404201), ruby red (405201) and dark blue (406201).

www.archistories.com

www.archistories-shop.de

+++ Atelier Dietrich +++

Ten years of crumpled rocks: to mark the anniversary in 2021, the Andreas Dietrich model-making studio is expanding its popular product range with a new series of US crumpled rocks. Designed after original photographs from the USA by photographer Peter Metzker-Giessauf, the different rock variants in the sizes 30 x 17 cm, 45 x 25.5 cm and 61 x 34.5 cm will be available for order from 22 February 2021.



For the anniversary, there are now also crumpled rocks based on American models. Photo: Atelier Dietrich

For Z gauge, Andreas Dietrich recommends using only the 30 x 17 cm size, with which the inventor of this design technique will certainly not be off the mark!

www.atelier-dietrich.at

+++ Avantgarde Modellbau +++

For Avantgarde Modellbau, model maintenance is the most important thing at the moment. The trees for Z scale are also largely given self-developed, true-to-scale foliage. This includes different sizes and colours of foliage material, but also different leaf shapes. The jagged finger structure of the maple is particularly striking.



The convincing leaf structures can be seen very well on the old lime tree (photo above). But other trees such as the ash (photo below left), the spruce (photo below centre) and the pruned trees (photo below right) also benefit from more realism. Photos: Avantgarde Modellbau

Together with a few other improvements to details, the new foliage brings another significant leap in terms of realism. As a popular ornamental tree in the garden, the fan maple is only a logical consequence as a new product.

The new vegetation mat "Fern" is used to plant larger areas comparatively cheaply and easily and is an addition to the etched ferns in the range. The so-called ruderal vegetation, scrub on railway facilities and fallow land, was announced last year, as were the bare winter trees, and according to current plans is to become available this year.

www.avantgarde-modellbau.de
[motewe\(at\)gmx.de](mailto:motewe(at)gmx.de)

+++ AZL (American Z Line) +++

AZL traditionally announces new models at the most important exhibition in the United States of America, the National Train Show. Last year, unfortunately, it also had to be cancelled, but preparations were still communicated.

That is why the new products to be reported here are first of all those that are currently being delivered. Among them is the ALCO RS3 in the eye-catching design of the Seaboard (item numbers 63310-1 to -3), an specimen from a still very new mould.



The locomotive, like all the other versions of this type, has been modelled exactly on the large prototype in terms of its appearance and details. This is why the parallel model for the Canadian Pacific (63302-1 to -3) is particularly striking.



The models of the R-70-20 refrigerator cars for fruit transport are still slightly more recent. In orange they now roll for the extremely popular Pacific Fruit Express (PFE) and are available in this design individually (914800-1), as a set of two (914830-1), and as a set of four (904800-1).

The railcars for the PFE are released in a two-pack (914830-1) as well. Photo: AZL / Ztrack



The wagons for the PFE appear among others in a pack of two (914830-1). Photo: AZL / Ztrack

Already in operation for some time in 1:220 scale are the sets of five MAXI-I container freight cars, which now carry the new TTX logo (906503-2HL to -4HL) and compete with 40-foot containers for Hapag-Lloyd.

The EMD GP38-2 diesel locomotive for the SOO Line is being reissued with old chassis on new bogies from 2020. The quantities of the four operating number variants (62510-1R to -4R) are correspondingly small.

A current project is the development of a new 8,000-gallon tank car with insulation, which was shown in twelve different designs in a presentation of new products (<https://youtu.be/-4bcWpXYXPno>). Production samples already exist for these railcars. Deliveries are planned in the usual way for singles, twos and fours.

The “Super Chief” express train has now also been delivered. The full-length train is divided into two packs (72200 / 72201) with eight different cars each. To complete the train, two four-car sleeper packs (72210 / 72211) are offered. As matching train locomotives, EMD F7 are recommended as A and B units, for which space is already provided in the boxes.

Matching ATSF A-B-B-A units in Warbonnet livery (63001-1_SET / 63001-3_SET) as well as two single F7A (63001-1 / 63001-3) were therefore also released. Unfortunately, all these models are already sold out at the factory and at most dealers. A second edition has already been announced. Otherwise, customers could opt for the EMD E8, which was also used to pull the “Super Chief.”



The EMD E-7 A and B was an obvious choice for AZL and has now been announced as a new development. It will certainly also appear in the New York Central livery shown here. Illustration: JAGRAFXWIK (CC-BY-SA-4.0)

If we touch on both types of locomotives at this point, it is more or less obvious to also realise the EMD E7 as a historical development step. So, it too has now been announced as an A and B unit and initially presented with pictures of no less than nine planned versions. Owner-specific details, such as resistance brakes or different horns, are taken into account in each case.

The EMD SD70A is to be relaunched in the versions of the railway companies already taken into account, but with new service numbers and detail modifications around the driver's cab. Co-owner Hans Riddervold has also announced that up to twelve more railway companies will be available for the ALCO RS3 and RSD-5.

The last projects mentioned to be currently in progress are a shunting locomotive, which is to be presented this year, an as yet undisclosed new locomotive and the EMD SD40, but it is still unclear whether it will actually be able to be available this year.

www.americanzline.com

+++ Bahls Modelleisenbahnen +++

Contrary to what we read on the supplier pages at the time of going to press, the static distant signals and track blocking signals are currently not available from stock. New products will not be announced for the time being because there are still some orders to be processed first.

This also includes orders for three variants of the “Gläsernen Zugs” (glass or clear train) class 491 (art. no. 5291) in three colours, which are a contemporary reissue of models from the former supplier Schmidt from Hamelin.



Among the orders currently to be processed are the orders for the “Gläsernen Zugs” (glass or clear train) in three versions. Photo: Bahls Modelleisenbahnen.

Quite new in the programme, however, are wheel sliders, which we had not discussed so far. They are similar to those that could be found as a version with the lowest rolling resistance from the small-series manufacturer Oliver Passmann, who died suddenly in 2020. They can be ordered from the 1zu220 shop (see address there).

www.bahls-modelleisenbahnen.de

+++ Creativ-Modellbau Klingenhöfer +++

In demand on every rural model railway layout are the new 3D-printed chickens (art. no. TH05), which are sure to quickly become widespread.

They do not necessarily have to be used on a chicken farm or a farm: Often, escaped chickens also wander around outside their coop. The fox, which has been available in the range for some time, can then become a danger to them.

For alpine layouts, there will be more ibexes in the programme in the future, which will provide variety and certainly also have their own territorial claims. This can be seen in the two fighting ibexes (mountain goats with curved horns) (TS10-2).



Chickens probably belong in every rural area. They are now available at C-M-K (art. no. TH05). Photo: Creativ-Modellbau Klingenhöfer.

The single ibex with long horns (TS10-1), on the other hand, certainly does not want to challenge a fellow species to a duel. The standing ibex (TS10-3) can serve as a silent spectator in such scenes or also watch the layout viewers.



Three new ibexes are new in the programme: with long horns (TS10-1; photo left), fighting (TS10-2; photo middle) and standing (TS10-3; photo right). Photos: Creativ-Modellbau Klingenhöfer

With the Arctic-like temperatures prevailing in the northern half of Germany at the time of writing, the reindeer (TS10) also looks almost familiar.

Otherwise, it is more familiar from the zoo or a wildlife park. Those who build near the Arctic Circle according to the Scandinavian model will also know how to use this figure in its natural environment.

In addition to the new products already announced, this manufacturer also informed us that their focus this year will continue to be on expanding the range of zoo animals.

www.klingenhoefer.com

+++ Der Schienenreiniger +++

Without cleaning the rails, no one will enjoy their layout for long. Dust and dirt that settle must be removed from the track profiles just as gently as thoroughly as abrasion and traces of lubricant that can also get here.



The reindeer is certainly not only a good choice as a draft animal for Santa's sleigh. It will also be indispensable on layouts based on Scandinavian models. Photo: Creativ-Modellbau Klingenhöfer

Also, a supplier of track cleaners in Z gauge is Lothar Emmerling, who operates as Der Schienenreiniger. His products are not actually new products in 2021, but they certainly deserve to be brought into focus at this point.

The core of track maintenance are the tools known as "Schienenmop" (track mop) and "Schienenmover" (moving track cleaner). The first product has a long handle that guides the cleaning base past the overhead line and into inaccessible areas of the layout. The "Mover," on the other hand, has an ergonomic handle and is guided with the fingers.

The consumables and wearing materials are available separately: 20 cleaning cloths and track cleaning fluid in 100 ml and 250 ml. Both types of cleaning tools are also available together as a bundle at a lower price.

For removing metal parts from the track, there is also a magnetic head that can be exchanged with that of the rail mop, and can then use its long guide rod. This tool can also be used to test the function of magnetic items, such as relays or reed contacts.

schienenreiniger.de

+++ D&H Doehler und Haass Steuerungssysteme +++

This digital supplier for command stations, and with an excellent range of Z gauge decoders for European locomotive models, is using the year 2021 for product updates, and is not currently announcing any new products. The company's own website will provide continuous information about the deliveries of new products that are in arrears, such as the FCCX command station that was introduced last year.

www.doehler-haass.de

+++ Freudenreich Feinwerktechnik +++

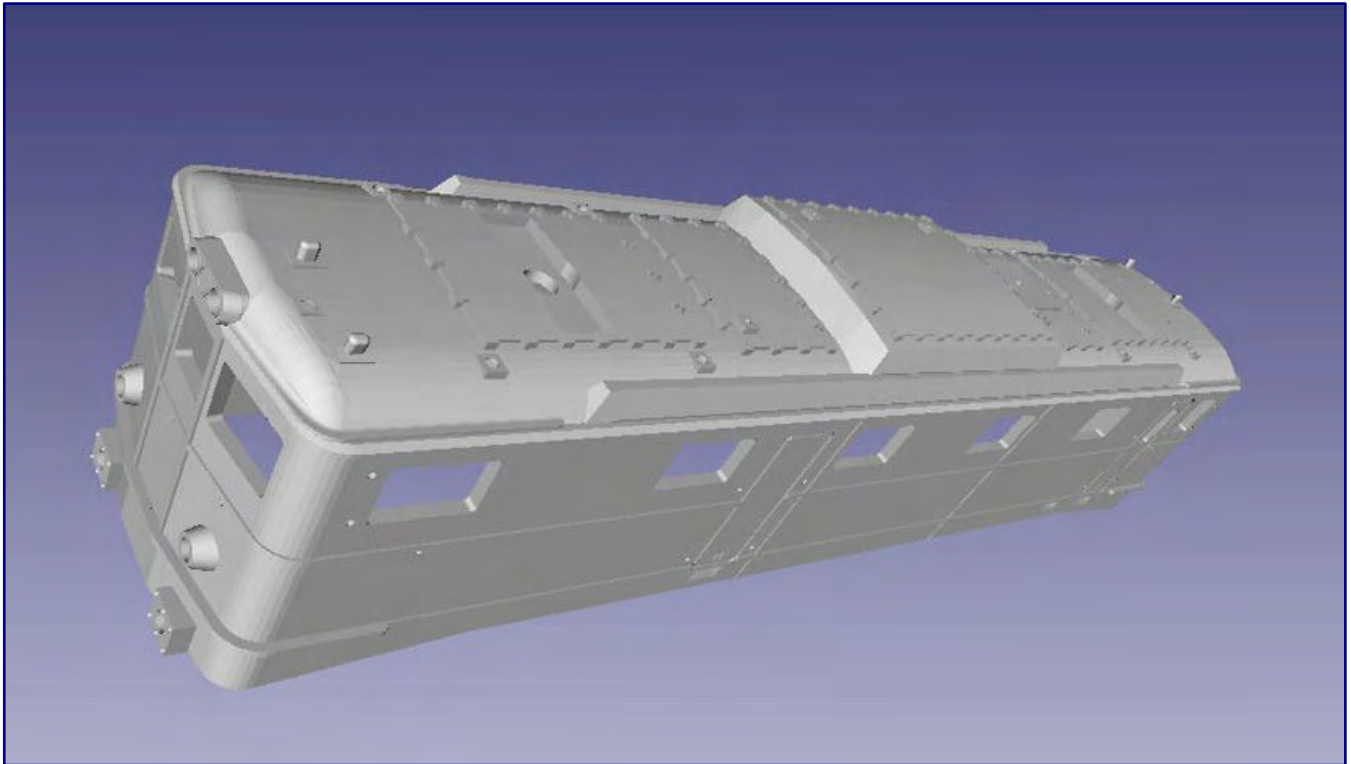
Currently in production is the V170 in blue-silver design of the BOB and NEG, another variant of the popular NOHAB diesel locomotive. It is produced exclusively for the 1to220 shop and is also mentioned there once again. This also applies to a four-part freight car pack for the German Federal Railways in Era III, which is to follow in the next quarter.

In the 4th quarter of 2021, the MY 1110 of the DSB (45.126.21) in the red-black colour scheme from its last period of service (era IV/V) is also planned. This model can also be ordered with DCC digital with operating sounds and shunting platforms above the buffers (operating state from about 1996) for an additional charge.



DSB's MY 1110 in its final colour scheme of red and black (Item No. 45.126.21) is scheduled for Q4 2021. Photo: FR Freudenreich Feinwerktechnik

Currently under construction is the six-axle electric locomotive Ma of the SJ. This representative of the Swedish railway is expected to appear in brown livery in the 3rd quarter of 2021. It, too, will be offered in either analogue or digital.



Currently under construction is the six-axle electric locomotive Ma of the SJ. It is initially scheduled to arrive in brown livery in Q3 2021. Photo: FR Freudenreich Feinwerktechnik

For the six-axle container double wagon Sggrs 80, which some customers are already eagerly awaiting, all the technical prerequisites are now finally in place for production to begin. A first series is therefore expected to be produced this year.

Finally, and quite promptly in the first quarter of 2021, the open goods wagon from the Villach district is to appear in a DB version, and with double the impact! Two examples each, labelled as Omm(r) 33, will be available without (49.338.02), and with EUROP labelling (49.338.12) in packs for Era III.

According to the current status, further new products are planned, but, are not yet ready for announcement due to a lack of reliable time schedules.

www.fr-modell.de

+++ Heißwolf Modellbahnzubehör +++

After last year's launch of the project "Serial Switch Bus SSB64," a first extension will appear on the market in the second quarter of 2021: The servo module controls four model-making servos whose end positions and setting speeds can be individually programmed via a separately available setting module.

In addition, the new servo module also has a connection for the relay module already available for polarising turnout frogs. This means that not only turnouts and shaped signals can be moved true to the model with servos.

The servo module is controlled by the "Serial Switching Bus SSB64," with which up to 64 relays or servos can be addressed via a two-wire cable. There is therefore no need for complex wiring between the layout and the control panel. The number of plug contacts between separable system parts is also drastically reduced.

www.modellbahn.heisswolf.net

+++ High Tech Modellbahnen +++

There are still backlogs and waiting times for ordered conversions. For this reason, we are refraining from announcing new products for the time being, in order to be able to use capacities in a targeted manner for customers who are already waiting.

www.z-hightech.de

+++ HOS Modellbahntechnik +++

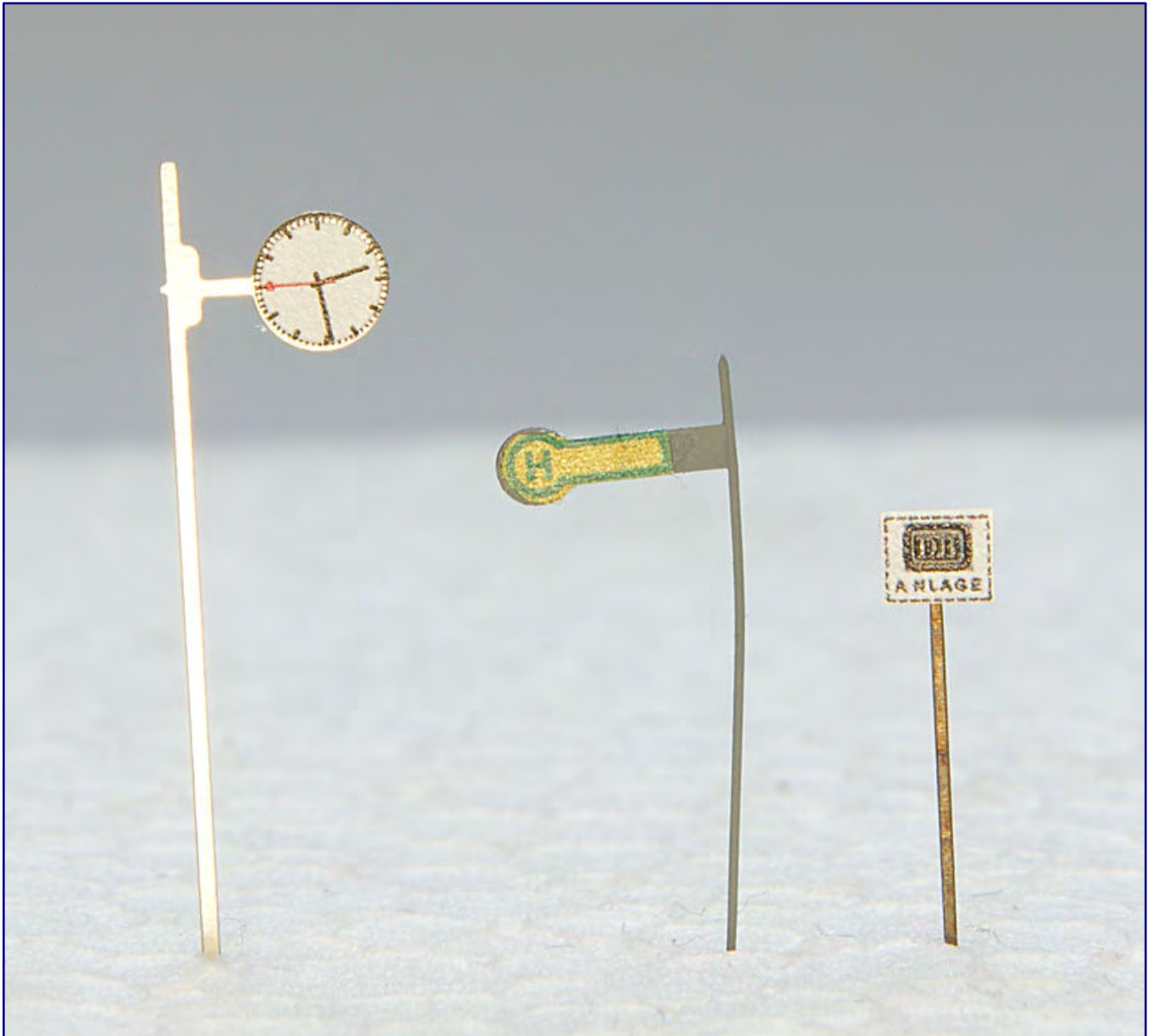
After approval by the prototype manufacturer, HOS Modellbahntechnik has transferred a small bus shelter (item no. WH1) with the designation "Wartehalle Raster 22" for epochs V and VI to the scale 1:220 according to original plans. The model is made of nickel silver and finely glazed.



The small bus shelter for epochs V and VI is officially called "Wartehalle Raster 22" (art. no. WH1). Photo: HOS Modellbahntechnik

These bus shelters can now be found in many places, also in a small version at a bus stop. Original displays can also be installed in the small showcase. Also, new is a station clock (ZU20) for hanging on buildings or poles, as required, at every train stop.

We are pleased that the "DB facility" sign (SI61) and the bus stop trowel (SI65), which we produced for our "Himmelreich" project presented last year, are now firmly in the product range. And there was also added a danger sign "Vorsicht Löschegrube" (caution, inspection pit; SI63) for steam locomotive service depots.



Station clock (ZU20), the former bus stop sign (SI65) as a "trowel" and the information sign for railway-owned layouts (SI61) are now also new in the accessory supplier's programme. HOS Modellbahntechnik.

In the meantime, the first SIG transitions for pressurised long-distance wagons have been completed. Follow-up work is now concentrating on developing them into a universal type for all possible wagon types. Delivery is planned for spring 2021.

www.hos-modellbahntechnik.de

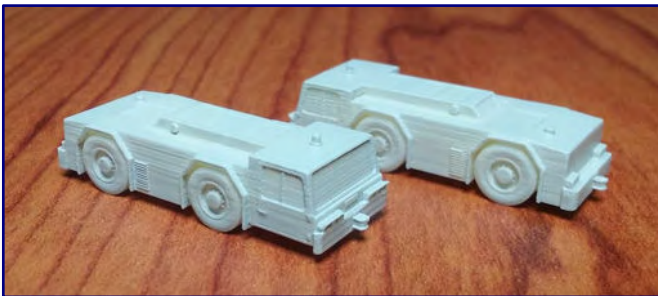
+++ JMC Scale Models +++

This Portuguese car model artist is always active, which is probably why we are allowed to report on new products throughout the year. The latest developments cater to model railroaders who have designed an airport scene on the layout or are building according to the American model.



Anyone who regularly travels by air will probably be familiar with the modern Neoplan N922-2 apron buses. Photo: JMC Scale Models

Worth seeing and finely detailed as always are the Neoplan N922-2 apron bus and the Schopf F246 pushback tractor. The airport apron bus seems to already be finished, because it is shown painted.



The Schopf F246 push-back vehicle (photo left) and the Ford Series C, rescue squad vehicle (photo right), are also well advanced. Photos: MC Scale Models

Important for American fire stations is the Ford Series C as a rescue squad vehicle, of which the first photos of the resin blank can already be seen.

jmc-scalemodels.blogspot.com

www.facebook.com/pages/category/Games-Toys/JMC-Scale-Models-341193572911400/

+++ JoWi Modellbahn-Hintergrund +++

We found five more CD data carriers with print templates for backgrounds at this supplier: "Landscapes I" (Art. No. CD-030), "Backgrounds Landscapes II" (CD-031), "Village and Small Town" (CD-035), "City" (CD-040) and "Industry." (CD-045).

www.modellbahn-hintergrund.de

+++ Kastenbahner +++

This supplier has not presented any new signals for Z-gauge, but we would like to refer you to the new products entry for the manufacturer "ZDC - Z Dream Collection," which also works with the kit parts from Andreas Herzog, and presents new products for this purpose.

www.kastenbahner.com

+++ Kreativ3.de +++

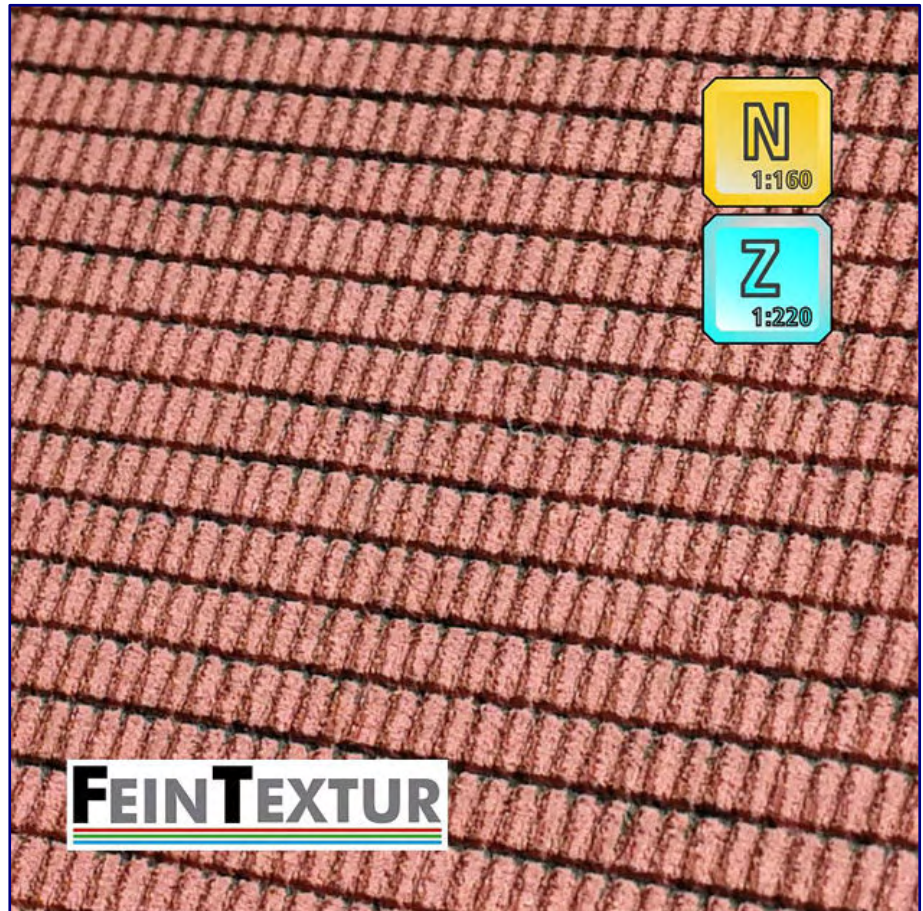
A new roof tile design can be found at this supplier: The "Frankfurter Pfanne Altdach" (art. no. MK66011) in fine texture. This cement roof tile was produced in assembly line production by the still young Braas company in Frankfurt from 1954 onwards.

To this day, they are among the most widespread concrete tiles in Germany, especially in the west of the republic.

The reproduction as an old roof by means of a 3D structure plate made of laser-engraved, solid-coloured graphic natural cardboard contains depressions with irregularly darker shades, that are caused by decomposing mosses and lichens.

The main colour of the roof is terracotta red.

www.modellkreationen.de



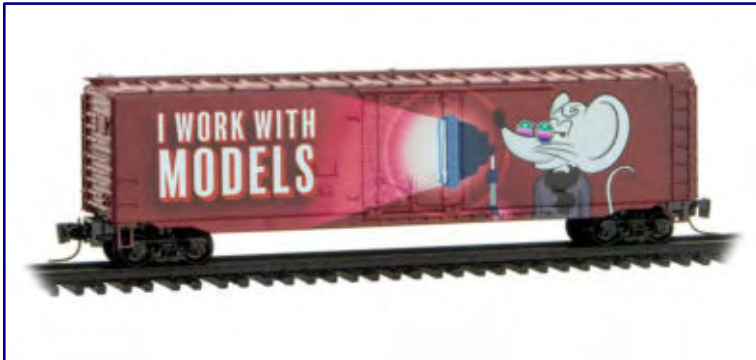
This is what the "Frankfurter Pfanne Altdach" (art. no. MK66011) looks like, which can also be used to cover Z-gauge roofs in the future. Photo: Kreativ3.de

+++ Krüger Modellbau +++

A VTG hydrogen tank car (item no. Z63000), which was offered as a ready-made model years ago, will soon be released as a kit. The pair of boilers is a white painted plastic casting with pad printing. They are placed on the chassis of a four-axle Märklin tank car to be shortened.

The prototype was built in a quantity of five by the wagon factory Kaminski in Hameln for the transport of compressed hydrogen. They wore different paint schemes and designs during their period of service.

www.krueger-modellbau.de



Printed differently on both sides of the wagon is this year's Valentine's Day car (item no. 507 00 690) from MTL. Photos: Micro-Trains

+++ Micro-Trains (MTL) +++

Bulk wagons with two discharge hoppers are currently being delivered in grey paint for the ATSF (art. no. 531 00 073 / 531 00 074), the Pennsylvania RR (531 00 321 / 531 00 322), and in yellow for CSX (531 00 331 / 531 00 332).

Painted blue and yellow is the tank of the single-domed 39-foot tank wagon (530 00 490), labelled for "Bee Hive Corn Syrup" of the adjuster St. Lawrence Starch Co. Ltd. (SLAX). Aimed at collectors is the covered 50-foot Valentine's Day standard freight wagon (507 00 690), which bears the imprint "I work with models" on one side and "Happy Valentine's Day" on the opposite side.

Other covered and bulk freight wagons for different railway companies from the recent pre-order processes are due for delivery soon or by July 2021. Further projects have not yet been announced.

www.micro-trains.com

+++ Microwelten +++

Actually, a manufacturer for the nominal size N, some products are also made here for the scale 1:220, on request. The alpine hut (art. no. 32-10) is laser-cut from 1 mm thick real wood veneer, while the scaffolding parts are made of birch plywood 0,6 and 0.4 mm thick. Placed on a wooden base if desired, the kit also includes parts such as railings, stairs and shutters as well as a PVC film for the window panes.

The series "The Wild West" (article numbers 36-11 to 36-24), also made of wood, offers seven house kits ranging from a railway station and a blacksmith's shop, to a church, various shops and a western pub. Those who are dedicated to this special theme of Era I or scenes of an amusement park will get their money's worth here.



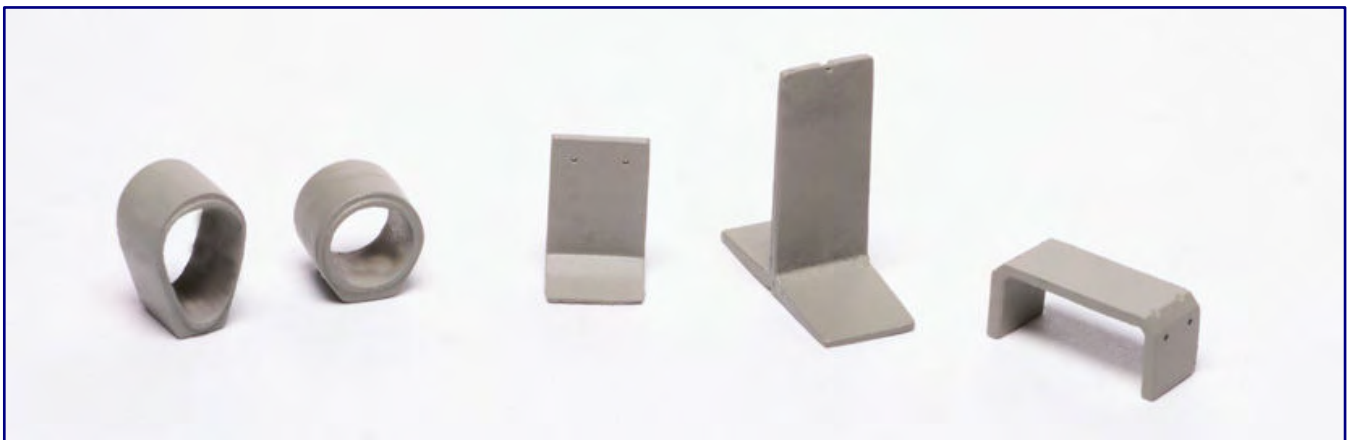
Photo on the right:
A discovery for ÖBB friends is the small Miesenbach waiting house (item no. 37-30) made of 0.8 mm birch plywood with a roof made of photo cardboard. Surely, it can also be used credibly at rural stops in Germany. Photo: Microwelten

The accessories section offers a kit for Euro pallets (31-18), 6 park benches (31-65), 6 bench-table sets (31-68), and the small bus shelter Miesenbach of the ÖBB (37-30) made of 0.8 mm thin birch plywood with a lasered roof of photo cardboard.

microwelten.de

+++ MKC Modellbahn Kreativ Chemnitz +++

At Siegfried Künzel various concrete parts, concrete pipes with round and egg-profile angle support elements (L-parts) and frame channels (U-parts), some of which were announced last year, are still in preparation or implementation. A whole series of signal boards according to the DR signal book, also announced as new products last year 2021, have been drawn in the meantime and are now available as etched film.



Without a photo, the explanations of the concrete parts would certainly be difficult to understand. The new products can be used for a wide variety of modelling projects, but can certainly also be used as loads on trains and lorries. Photo: MKC

Interested parties should write to this supplier directly, because the pages for Z-gauge products are currently taken off the net, because they are being revised and also rearranged similar to those for H0 and TT gauges.

www.modellbahn-kreativshop.de

+++ Modellbahn-Decals Andreas Nothaft +++

As usual with Andreas Nothaft, these are not announcements, but already available new products. The following sets of decals are offered for all scales, including Z gauge.



“25 years of ICE in Switzerland” can be appreciated on any scale thanks to Andreas Nothaft. Image: Modellbahn-Decals Nothaft

If you want to use the additional lettering for the anniversary “25 years of ICE in Switzerland” for epoch VI (item no. 6614), you will have to build your own or convert the basic vehicle, unless you want to use an ICE 3.

It is easier in the same era with the complete lettering for the 365 221-1 (V 60) of Rail-Adventure (6615) as well as an anniversary lettering for the 139 133-3 from the stock of Lokomotion (6616).



These warning signs (6618) can be found on every modern platform. Illustration: Modellbahn-Decals Nothaft

The markings for goods wagons (electric heating power) and refrigerator wagon strips on another sheet (6617) offer many possible uses. The same applies to the modern platform warning signs (6618), which should not be missing at the train stops in Era V and VI. Fans of Era I receive coats of arms of the Badische Staatsbahn (8183) for labelling their wagons.

www.modellbahndecals.de



Photo: Modellbahn Digital Peter

+++ Modellbahn Digital Peter Stärz +++

The new ZS2+ digital command station in a silver-grey professional housing for controlling 32 locomotive functions is a fully-fledged multi-protocol device for the Selectrix, Selectrix-2 and DCC formats. It can be used to run up to 32 SX-2 and DCC locomotives simultaneously.

An overload time setting is adjustable in steps of 1.4 seconds, and a version query has also been added. The unit is also available in black. Detailed information can be found on the supplier's webpages.

www.firma-staerz.de

+++ Modellbahn Union +++

With the Lasercut universal adhesive (art. no. MU_N-A10000), Modellbahn Union has now introduced its own adhesive for many applications. It was developed in close cooperation with Mig Jimenez.

According to the supplier, it durably bonds cardboard, plastic, resin, etched and transparent parts without leaving any residue. It is also possible to bond different materials to each other, whereby a very fast adhesion without immediate fixing of the parts is supposed to provide hold. The odourless adhesive cures transparently within six hours.

The dealer sees it as particularly suitable for large surfaces on which application by brush is also possible. Thinning and cleaning are possible with water.

www.modellbahnunion.com

+++ Modellbauatelier Steinbrecher +++

In a previous issue, we had already pointed out the very convincing and also inexpensive range of trees offered by André Steinbrecher. By collecting orders and manufacturing them by hand, this supplier achieves very favourable prices.

This is certainly of particular benefit to those model railway enthusiasts who need large quantities of trees for their layout project, but who are not prepared to compromise on their realistic appearance.

From this point of view, fixed new products are certainly not to be expected; after all, the focus is always on recreating the silhouette and foliage colour typical of each species. Special specimens such as winter versions or dead trees are also possible on request.



Photo: Modellbahn Union



Also larches in two different sizes in summer full hangings are produced at favourable prices by the Modellbauatelier Steinbrecher.



The repertoire also includes the solitary oak tree (right), which is easily recognisable as such, but also dead trees without foliage (left), which remain dead in the landscape for many years.

As an example we show such a specimen and representative for the conifers, which are always very problematic in the model, three different larches in full summer foliage – all, of course, for Z scale. We have also added a large oak as a solitary tree.

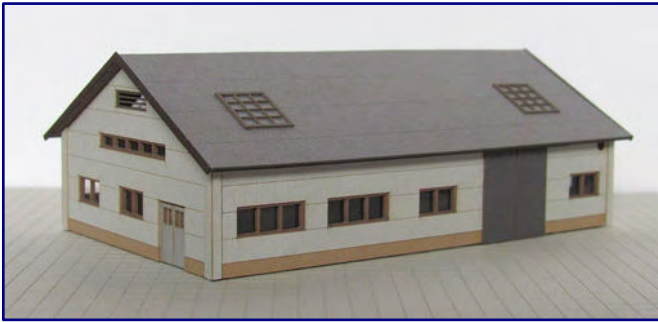
www.modellbau-steinbrecher.de

+++ Modellbau Laffont +++

Stefan Laffont has also put together a nice programme of new products for Z scale, the kits for which will be gradually implemented with instructions in the course of the year. The material for all the buildings is solid-coloured hard cardboard, mostly equipped with the finest engravings.

The first one is a boat repair building (item no. Z3201) for epochs III to VI. The rather plain commercial building is immediately recognisable in its purpose when installed close to a river or canal due to its large sliding gates. The roof has large windows which invite to furnish the interior as well. The basic dimensions are 100 x 59 x 35 mm.

Simple and of the same style, but nevertheless different in its overall appearance is the modern commercial hall with rolling gates (Z3301) for epochs IV to VI. They can be displayed open or also half-open. The basic dimensions differ from the aforementioned kit because it is not simply one variant: 108 x 65 x 34mm. Nevertheless, both halls can also be combined well in a commercial area.



The thematic focus of Modellbau Laffont's new buildings is formed by three different commercial enterprises: boat repair building (art. no. Z3201; photo above left), modern commercial hall with rolling doors (Z3301; photo above right) and a rural carpenter's workshop (Z3001; photo below). Photos: Modellbau Laffont

The rural carpentry building (Z3001) was modelled on a building in Baden-Württemberg and can also easily be used as a rural workshop or farm building.

The formative construction, suitable from Era II, appears perfect for most motifs chosen on model railway layouts. The basic dimensions are 94 x 41 x 25 mm.

The two-storey, rural apartment house (Z3101), which perfectly matches the carpentry building, also has a model in Baden-Württemberg. Its architectural style was widespread from about epoch III onwards. With basic dimensions of 46 x 41 x 40 mm, it will certainly not cause any problems during installation.



Rural apartment building (Z3101) with two storeys. Photos: Modellbau Laffont

The design also reminds us very much of factory flats, as they were readily provided by the steel industry in the Ruhr area from the 1960s onwards. Only the entrance area would have to be modified somewhat, with a door canopy and a different front door without windows.

More new products are to follow around the middle of 2021: Two-storey block stations based on models from the Palatinate Forest are then to be offered as the Rinnthal (plaster building) and Rodalben (sandstone building) signal boxes.

The Ludwigsau-Friedlos stop in semi-open timber construction south of Bebra in Hesse and the Eschelbronn station (near Sinsheim) as a two-storey reception building in plaster construction (ground floor), with timber framework on the upper floor and timber cladding in the gable area will then offer a preview probably for the end of 2021.

www.modellbau-laffont.de

+++ Modellland +++

This supplier of special accessories such as ticket vending machines from Sonneberg in Thuringia has sent us a kit for various containers (art. no. 5200-5) in sizes 20 (to scale 27.5 x 11 x 10 mm) and 40 feet (55 x 11 x 10 mm) that is already available.

This is an inexpensive cardboard sheet that will be particularly useful when many such transport containers are to be reproduced, for example, at a container terminal or a harbour quay. Even beginners will get along well with it.

Containers that look real are unfortunately rare, writes the manufacturer. With this new product, that is about to change. The customer receives exactly the realistic and true-to-scale photo as it is officially depicted.

www.modellland.de



Cardboard sheet kit for various containers (art. no. 5200-5). Photo: Modellland

+++ NoBa-Modelle +++

In the range for about a year as a 3D resin kit, the four-part class 403/404 electric multiple unit of the Deutsche Bundesbahn now also rolls out of the workshop as a painted finished model (art. no. 5207RF). Started as a hopeful for fast travel between metropolises, it was a symbol of the Intercity, which celebrates its fiftieth anniversary this year.

So when could this sleek model with the distinctive snout be more fitting than in the form of a new product in 2021? This train, also well known by its nickname "Donald Duck," has a large and loyal circle of fans, which is why it will certainly also find wide distribution in its miniaturisation.

He learned to drive at NoBa-Modelle by using parts from various Rokuhan shorty chassis. The prototypical pantographs also come from this manufacturer, but were developed exclusively for the 1812 series released by Noch.



It almost seemed as if the "50 Years of Intercity" anniversary in Z-gauge would have to be cancelled this year, but the duo from NoBa-Modelle seem to have something against it: Top new product in spring 2021 are the finished models of the IC express railcar class 403/404 of the Deutsche Bundesbahn (item no. 5207RF) from 1973. Photo: NoBa-Modelle.

But there are a few more new products in the programme: NoBa-Modelle has developed its own advertising vehicle. The "advertising car" (5315R) reproduces a DB new-build refrigerator car from the fifties and can be designed, as desired. Wheel sets, coupling hooks, pressure springs to guide them and pins to hold the couplings are not included, but can be purchased as an accessory set (5315.1).



The tinkerers from the south have now also produced an "advertising wagon" (5315R) for self-design and have provided two of these models with their own motifs as examples. Photos (top and bottom left): NoBa-Modelle



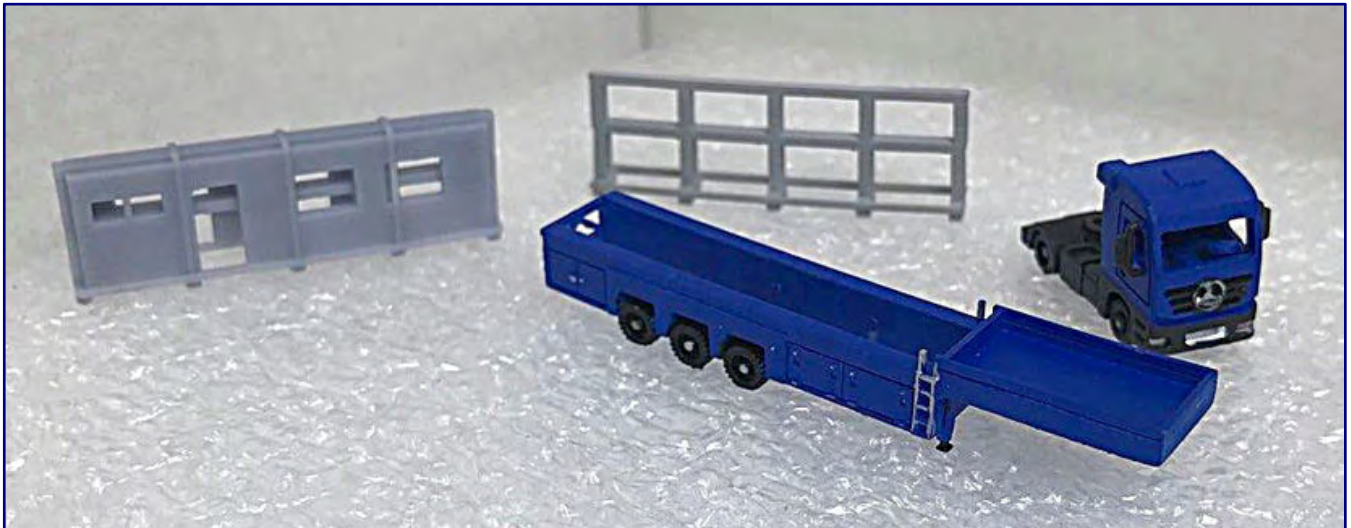
The "2 wing signals – dummy" (5501R) are an inexpensive alternative in places with limited visibility, and no need for movable signals. The two-wing lattice mast version was reproduced, which shows stop (Hp0) on one version and long travel (Hp2) on the other.

The range of tents presented in the last issue is extended by 2-3 tents (10410R) and a tipi (tepee)(10409R).

The focus in this winter new product programme is on motorbikes, which now appear in threes. Enthusiasts will be delighted with the Royal Enfield Classic (6955R), which is also available with a Steib-Zeppelin sidecar (5956R).

The new BMW motorbike (6954R) has a sidecar and additional luggage rack and trailer. And to make things really colourful, the Harley Davidson E-Glide (6958R) and another example of this brand (6957R) are not to be missed.

In the road transport sector there are even more new products. Until the 1980s, the Hatra road roller (6506R) was a common sight on construction sites. This is now available as an unpainted resin model. Winter maintenance on the layout is done by a new Unimog (6212R).



Load carrier for prefabricated concrete parts (6069R; photo above) and Büssing 8000 furniture van with trailer as a finished model in brown (6922RF; photo below). Photos: Noba-Modelle

The popular Era III is served by the tank trailer (6068R), which can itself be labelled for a suitable brand. An inside loader / load carrier for prefabricated concrete parts (6069R), on the other hand, supplies modern construction sites where three cable drums on stands (10611R) can also be used. Of course, they can also be used as load carriers.

The model of the Büssing 8000 truck, which is now available as a furniture truck with trailer in the form of a finished model (6922RF), has been around for some time. The customer can choose between three colour variants, all of which are labelled for "Gebr. Schmitz Möbeltransporte." Another ready-made model is the VW Transporter T 5 with loading area (6205RF), which can also be purchased as an unpainted model (6205R).

www.noba-modelle.de

+++ RATIMO Rainer-Tielke-Modellbau +++

Rainer Tielke reports back that there is currently no time for new developments. The current focus is on production and also on solving the last tasks left with the addresses to the models of the makeshift MDyg 986 pack wagon. So we will report further in due course.

www.ratimo-z.de

www.rainer-tielke-modellbau.de

+++ Rolfs Laedchen +++

No new products will be introduced in the spring; this is planned for later in the year. For the time being, there is also a large private order to be filled, as this manufacturer advised us.

www.rolfs-laedchen.de

+++ Scale Things +++

A stroke of luck for Zetties was a tip from Dale Schultz from the United States, who is dedicated to the H0 scale, reads our magazine and builds according to his own needs.



In doing so, he also thought of the Zetties and the accessories that are missing or compromised in our size.

The result is 3D-printed Indusi track magnets in the size 6.8 x 1.12 x 1.15 mm, which are assembled into 15 pieces and sold by his son under the trade name Scale Things.

We are currently trying to find a distribution partner for Germany.

Indusi slide magnets in scale design will be available as 3D printed products from Scale Things in the future. Foto: Scale Things

The track magnets offered here protect preliminary and main signals as well as slow speed points. In the warning position, they activate the inductive (type I 60), nowadays punctiform (type PZB 90) train control of the leading traction unit by induction via different frequencies.

This then monitors the reaction of the locomotive driver (keystroke "Indusi watchful") and his braking and driving behaviour so that the train only continues at the instructed speed, stops in time before a signal and cannot run over it by mistake when stopping. This short explanation should already explain why this component should not be missing on the modeller's layout.



A track magnet is also mounted here for demonstration purposes, but at this point we are actually talking about the hectometre stones, which are also newly available from Scale Things: To the right of the track are two already coloured stones with an odd number of kilometres, to the left a blank with an even mark of 85.6 km.

We would also like to introduce another new product, this one also in an uncoloured and painted version: hectometre stones, which were placed every 200 metres at a distance of 2.5 metres from the track in the prototype, should also not be missing on model railway layouts.

The stones are supplied with a continuous kilometre scale from 85.0 to 85.9 (in 100 m steps), which also allows an alternating installation on both sides of a single-track line. The bases are dimensioned in such a way that they can be recessed, sanded in, or shortened to find the perfect installation solution at home.

scalethings.square.site

+++ Schrax +++

Zinc tubs (made of hot-dip galvanised sheet metal) appeared from the end of the 18th century and can thus be used from Era I onwards. However, the new model made of resin can still be used in gardens today, where some people use it as a water scoop (under a hand lever pump), or even as a flower tub.

Complementing the brilliant white snow sand from the same company, a glass dust for imitating snow is now also available. Less brilliant, but with a beautiful play of light due to the many broken surfaces, it offers many attractions.

Its small grain size of less than 0.15 mm also makes it particularly suitable for Z gauge, where it can also be mixed with other materials. Supplied in practical wide-necked bottles of 0.5 (750 g) and 1 litre (1.5 kg).

www.schrax.com

+++ SMZ Sondermodelle Z +++

On the pages of this small series manufacturer, two ongoing projects have been published that we have not yet reported on. The first is aimed at the fans of the ÖBB and brings them a covered freight wagon of the type Gbs according to UIC dimensions (axle base 8.0 m / loading length 12.5 m).

The model has a mahogany brown paint scheme and Epoch IV inscriptions. The scope of delivery also includes a Steyr 91 truck of the Austrian Post and two telephone boxes typical for the country.

In the prototype as well as now in the model, the RAe 4/8 "Churchillpfeil" (Churchill arrow double railcar) is now also being produced due to its great success. The 1939 RAe 4/8 "Churchillpfeil" (Churchill arrow double railcar), which was first used as RAe 4/8 301 and later re-designated as RAe 4/8 1021, is a completely new development. It receives a sophisticated close coupling kinematics, which is why it requires a minimum radius of 195 mm (R 2).

www.sondermodellez.at

+++ Spur Z Ladegut Josephine Küpper +++

For private reasons, a creative break is indicated here at the moment. As soon as the current challenges have been overcome, it will be back to business as usual.

www.spurzladegut.de

+++ Trafofuchs +++

In 2021, there will be many new and improved offers. An important development step that has been initiated but is far from being completed is the in-house 3D CAD construction of figures.

Instead of rebuilding and modelling blanks, in future they will be created on screen to match the scene, printed out and then painted.

This step seemed logical and purposeful in order to make sic of the fluctuating and hardly calculable availability of the large-scale series figures that have been necessary for production up to now. In the end, all figures will be "100 % Trafofuchs."



The corpulent customer may bite into his hot sausage roll, which, like himself, now comes from the 3D printer. The salesman stands contentedly next to it. Photo: Trafofuchs



The hikers (photo, above), the pigs and the farmer with the feed bucket (photo, below left) as well as the Bavarian railway staff (photo, below right) are also new products that are already designed by CAD and output in 3D printing. Photos: Trafofuchs

With this introduction, we now take a look at the new figures for spring 2021: There at the snack stand, the corpulent customer bites directly into his hot sausage roll. The dark-skinned salesman at the wagon decorated with stars and stripes looks on with satisfaction.

Among the walkers, on the other hand, one half looks around to check whether his partner can still keep up, while another woman is a little impatient, holding her arms at her sides. Meanwhile, her husband is calmly looking through his binoculars.

The pigs, which used to just lie in the wallow at Trafofuchs, have now left it. The reason is obviously that the farmer has joined them with the feed bucket. The wild form of these domestic animals consists of the new composition of a pack of three wild boars with two piglets. These figures are now also considerably more detailed and thus suitable for macro photography than their predecessors.

For Era I, Birgit Foken-Brock has designed typical warehouse workers with caps, waistcoats, or braces (suspenders). The royal Bavarian railway staff for the passenger train stop placed next to it replaces the former conductors in the programme. If desired, these figures can of course also be dressed in Prussian uniforms.

www.trafofuchs.de

+++ Velmo +++

The new products presented in 2020 in ZFI's virtual Altenbeken have not yet been fully developed, which is why no further new products are planned for this year. Moreover, the order situation is so exceptionally

high at the moment that Claudius Veit does not expect to be able to resume further development at all before the summer of 2021, due to full utilisation of his production capacity.

www.velmo.de

+++ Wilhelmshavener Modelle (Möwe-Verlag) +++

When asked, the owner of Möwe-Verlag confirmed that there are currently no new products to report. However, it should also be added that the supplier pages are always kept up to date, and new products can be found there promptly.

www.papermod.com

+++ ZCustomizer +++

In honour of the Frauenau glass factory, Sascha Braun has ventured to build a Bavarian freight wagon O (open type). The glass load included in the scope of delivery comes from Gauge Z load Josephine Küpper from Aachen.



A Bavarian freight car O (open type) with old glass cargo appears new at Zcustomizer and pays tribute to the Frauenau glass factory. Photo: Zcustomizer

The car with the road number 3421 has a metal running gear and bar buffers typical of the era. Its coupler is fully compatible with those of Märklin.

www.zcustomizer.de

+++ ZDC - Z Dream Collection +++

Michael Koppensteiner has been an enthusiastic Z-gauge railway enthusiast since 1983. Under the name mentioned in the headline, he is now also starting up as a small-series manufacturer, who, in cooperation with Andreas Herzog (Kastenbahner; see there), makes finished models from the latter's signal kits.

The first model is an ÖBB distant signal as it was used from 1980. This has already been shown in the licensed **Trainini®**-Facebook group (address for registration in the imprint). Of course, new models will also be added to our own pages.

From spring onwards, further signals based on ÖBB models will follow, all of them as functioning finished models. Initially, the preliminary, main and signal combinations of the prototypes introduced in 1980, and, subsequently, those older ones from 1956, are planned.

In spring, planned for about April or May 2021, signals of the SBB will follow. In order to show what can be done with a steady hand, a combination of advance/transfer signals (2x green and 3 x yellow) will be presented first.

The entire offer is primarily aimed at those Zetties who do not have the confidence to build a kit themselves, or do not think they have the necessary skills.

Until further notice, work will be done to order, i.e., there will be no delivery from stock, but production will only occur when an order has been placed.



In cooperation with Kastenbahner, functional ÖBB light signals will be available as finished models at ZDC in the future. Photo: ZDC – Z-Dream Collection



A small foretaste of the planned programme on locomotive models with special designs is given by the Taurus for the Beethoven anniversary year. Photo: ZDC – Z-Dream Collection

Another product field is Austrian designs based on Märklin vehicles because of the limited supply of large-series models. The outlook, however, is to close gaps in the future with their own models made from 3D printing, brass or material mixtures.

Thus, within the framework of a cooperation, some Taurus models from the GySEV series have already been created as samples for the projects: Sisi, Kaiser Franz, Beethoven 2020, Liszt, and GySEV Cargo. Each model is limited to 10 units because of the licences acquired (and the costs involved).

Delivery is within four to eight weeks from the date of order. These models are delivered to the customer in a wooden box with an enclosed explanation of the significance of the production.

z-dream-collection.jimdosite.com
[zdc.austria\(at\)gmail.com](mailto:zdc.austria(at)gmail.com)

+++ ZetNa220 +++

As a result of the pandemic waves, there were delays in orders for the small cattle wagon V 23 of the Deutsche Bundesbahn, the design of which went back to the Deutsche Reichsbahn. Optimisation trials were also still underway for the sliding images and the process of attaching them to the openwork wagon body.

This is also the reason why we are not yet able to present these models in the magazine. However, interested parties should make a note of this type of car, so that they can order it while it is still available. We are also planning a report on this, which will include prototype photos as well as train formation suggestions.

Further new developments are running in parallel, but we will not announce them until later, when valid timetables are possible again.

[Zetna220\(at\)gmail.com](mailto:Zetna220(at)gmail.com)



Tests and optimisations for applying the lettering were still underway on the DB version of the V 23 cattle car. Soon, production and development will continue. Photo: ZetNa220

+++ Z-Doktor Modellbau +++

Björn Plutka is currently very busy, which is why it seems to have become quieter on his web pages. For capacity reasons, a project that we started with him will be continued together with NoBa-Modelle after both sides have agreed.

In the meantime, the Köf 1 from Z-Doktor Modellbau is ready to roll and will learn to drive itself. In any case, the model has already become more attractive. A cooperation with Archistories is already bearing fruit, resulting in additional parts and extensions to architectural kits.

The first fruits of this work are a church interior for their US model. It consists of pews and an altar with hollow candles. The altar and candles have a wire feed-through for SMD type 0201 LEDs, which can even be used to illuminate them.

The new accessory pack for the Archistories windmill is also appealing. It consists of a 3D-printed ladder truck, which we already showed at the first presentation of this manufacturer (and which now makes it into the programme), and a load of full-scale flour sacks.

www.z-doktor.de

+++ Zmodell +++

After the silver-coloured version of the US electric locomotive GG-1 from the inventory of the PPR, Alex Mark has now also tackled the blue Conrail version (item no. 99495) of this legendary machine. It is based on the Märklin model 88491, which is considered to be the “American crocodile”.

But a number of improvements set it apart from the basic design: warm white instead of yellow LEDs on a newly developed circuit board, 16 gram weight insert (metal) to increase traction and removal of the hole for the former catenary switch in the roof.



Foto: Zmodell

In addition, the locomotive was fitted with a Velmo LDS609646 digital decoder, which also has separate cab lighting (separately selectable via functions F2 and F3). An analogue version with original board, but in this case without interior lighting, is available. The markings are printed with UV-curing technology and sealed with transparent semi-gloss varnish.

www.facebook.com/Zmodelltrains/
[zmodell\(at\)ukr.net](mailto:zmodell(at)ukr.net)

+++ Z-Panzer (Andrew Hart) +++

In recent years, Andrew Hart has focused on developing exclusive models based on military models exclusively for AZL. This is also the current focus of the company's activities and in this context, for example, a heavy tank transport of the US Army was created.



This armoured heavy transport is another exclusive model for AZL, which has been the focus of its activities for several years. Photo: Z-Panzer

In the own programme the K 5 railway gun train could be completed. It comes in a stylish wooden case with a numbered brass plaque and an enclosed information booklet. The set also includes two light trucks Opel Blitz for freight and radio.





Individual of the described components of the K 5 railway gun pack can be seen in the photos above and on page 91 below. All photos: Z-Panzer

The train itself consists of the following units: K 5 railway gun as well as one ammunition feeder, one bullet (for projectiles), one cartridge (cartridges), one tempering (temperature control), one workshop, one storage and one flak wagon with mounted Flak 38. A compartment has been left free inside the cassette for a matching WR 360 C 14 diesel locomotive (almost perfectly reproduced on the basis of Märklin 88771).

www.z-panzer.com

+++ Ztrack +++

Available from our partner magazine, but also distributed in Germany by Case-Hobbies (<http://case-hobbies.de/>), is the "Ztrains Grassinator." This electrostatic grass applicator from John Cubbin has recently been improved again and now has the following product features:

- Constant direct current supply with 12 V (via plug-in power supply unit instead of battery),
- 15 kV voltage field for applying the charged fibres into the glue bed,
- extension cable for power supply,
- enclosed potter's needle for the opposite pole (more stable and steady),
- cork for safe storage of the needle tip,

- clear beaker with mesh sieve (for continuous control of the filling level),
- two additional mesh sieves are included as accessories and
- a lid for closing the beaker for storing grass fibres.

The device has already been tested in the United States by a renowned trade magazine. The report can be read here: <http://modelrailroadnews.com/grassinator-static-grass-applicator/>.

www.ztrack.com
www.ztrackcenter.com

+++ 1zu220-Shop +++

In the next few weeks, the NOHAB diesel locomotive already mentioned at FR Freudenreich Feinwerktechnik and exclusively issued for the 1zu220-Shop should be delivered as a silver-blue V170 of BOB (art.-no. 49.126.01).



Der Grassinator. Foto: Ztrains

Also, in preparation is the four-part freight car set for Era III (FR-49-SET-EP3-1), manufactured just as exclusively by the same manufacturer, consisting of the following models:

- Covered wagon "Oppeln" with platform as chrome oxide green construction train wagon,
- open goods wagon Omm32 (ex-Linz),
- FS Tipo F pointed roof car in aluminium silver with EUROP inscriptions, and
- box car Gms 54.



The Kaelble KV 632 ZB tractor presented for Culemeyer-Transporte in the November 2020 issue is also available. However, it has not yet been decided in which form it will be offered to customers.

www.1zu220-shop.de

Photo left:

It is not yet decided in which form the tractor Kaelble KV 632 ZB will be delivered. The model in the photo no longer corresponds to the manufacturer's new item condition, as it has been slightly optimised in terms of colour and subsequently labelled.



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...ins ,Geestermoor' also haben wir unseren brandneuen Galerieholländer gestellt, wo aufsteigende Moornebel die gemächlich drehenden Flügel umwabern...

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Art. 702181

Readers' letters and messages

Zetties and Trainini in Dialogue

Thank you for each letter to the editor and all the feedback that reaches us. Write us (contact details are in imprint) - Trainini® lives from dialogue with you! Of course, this also applies to all suppliers in Z gauge, who would like to introduce innovations here. A representative sample is our goal. Likewise, here we note any events or meetings with significance to Z gauge reference, if we are informed in time.

We are currently receiving significantly more letters from readers than usual. As editors, we are naturally very pleased about this and would like to encourage our readers to continue to do so eagerly. However, not every letter to the editor is intended for publication by its sender or suitable in terms of content.

We do not want to make our own selection here and possibly hold back individual concerns – every question will also be answered by us personally within a few days! Frequently, these are very individual concerns about special products, their handling or availability, as well as craft techniques, which can only be clarified in direct dialogue.

Trainini

Spur Z komplett

From the requests and questions that we receive, we conclude that many new readers have found their way to us who have completely rediscovered model railways.

We are happy to help them to expand this passion and to consolidate it, permanently.

An important help in mutual learning and instruction can also be the web pages of the German language Facebook group licensed by us, which is listed in the imprint of each issue. Prior registration is required for this, but the data is not collected or processed by our magazine.

Newsletter functions are missing:

I've come across your great magazine time and again and now that I'm getting back into my Z passion, I wanted to sign up for the newsletter/magazine, but I can't find a contact form. Does that mean that you have to write down the dates for the new releases of the magazine yourself?

Presumably, the GDPR will put a stop to all well-intentioned approaches here, as well.

Michael Meißner, Dasing

Editor's reply: We do not see the relevant regulations of the GDPR as an obstacle here. The prerequisite for such a use of data would be, on the one hand, that the respective reader actively enters them into a distribution list, and, on the other hand, that permission for processing is granted for a specific purpose, which can also be revoked at any time. On the other hand, we already have obligations to fulfil today, to state in a data protection statement which data may be collected and processed.

The obstacle is rather different: Our pages are in urgent need of revision and a changeover to modern technology. Since all Trainini® staff and helpers work exclusively on a voluntary basis, it has, unfortunately, not been possible to complete any of the approaches so far.

A project is currently underway in which all editors are contributing ideas, photos, suggestions and attempts to fill in content, in addition to our technically experienced person, in charge. We are therefore very confident that we will be able to present our readers with the long-awaited and already announced new appearance in the first half of 2021. This should also be accompanied by a functional expansion in some places, which will also make newsletter functions possible.



Questions about digital operation of Z gauge:

First of all, I wish you all a happy and healthy New Year.

Next, I have a wish. After the successful series “Electrics” and the test film on the digitised diesel locomotive (NOHAB from FR Freudenreich Feinwerktechnik; editor's note), would it be possible to consider a series on the digitisation of the Z gauge?

Or, perhaps to list a literature and/or supplier list if the effort is too high. I am unsure, for example, about the high voltages involved and some other operating data, and whether it makes sense at all.

Prof. Dr. Ulrich Langer, Aachen

Editor's reply: We are planning a special issue on landscaping and have also discussed another one on the topic of digitalisation within the editorial team. A smaller digital issue is still planned for this year, but it does not meet your core concerns.

However, we are always open to readers' suggestions. All we have to do is look for suitable authors, and we can already think of a few in the digital field. However, we still need some preparation, and, if necessary, prior agreement on the creation of images and the coordination or delimitation of content. However, this is hardly calculable in these months, which is why we have to try your patience at this point.

Vacuum cleaner tip from our own ranks:

In addition to our report on cleaning and maintaining a Märklin transfer table in the last issue, our translator Martin Stercken has another tip for our readers. A small keyboard vacuum with USB connection can do a good job on a Z gauge layout.

Such miniature devices can reach areas that are difficult to access and free them from dust without damaging buildings, trees, figures or vehicles. Various suction pipe attachments can certainly help them to do this.

He found a selection of such devices via the following link (there are many other suppliers): https://www.aliexpress.com/wholesale?catId=0&initiative_id=SB_20210220124008&SearchText=USB+keyboard+vacuum.

Exhibition of the Stammtisch Untereschbach cancelled:

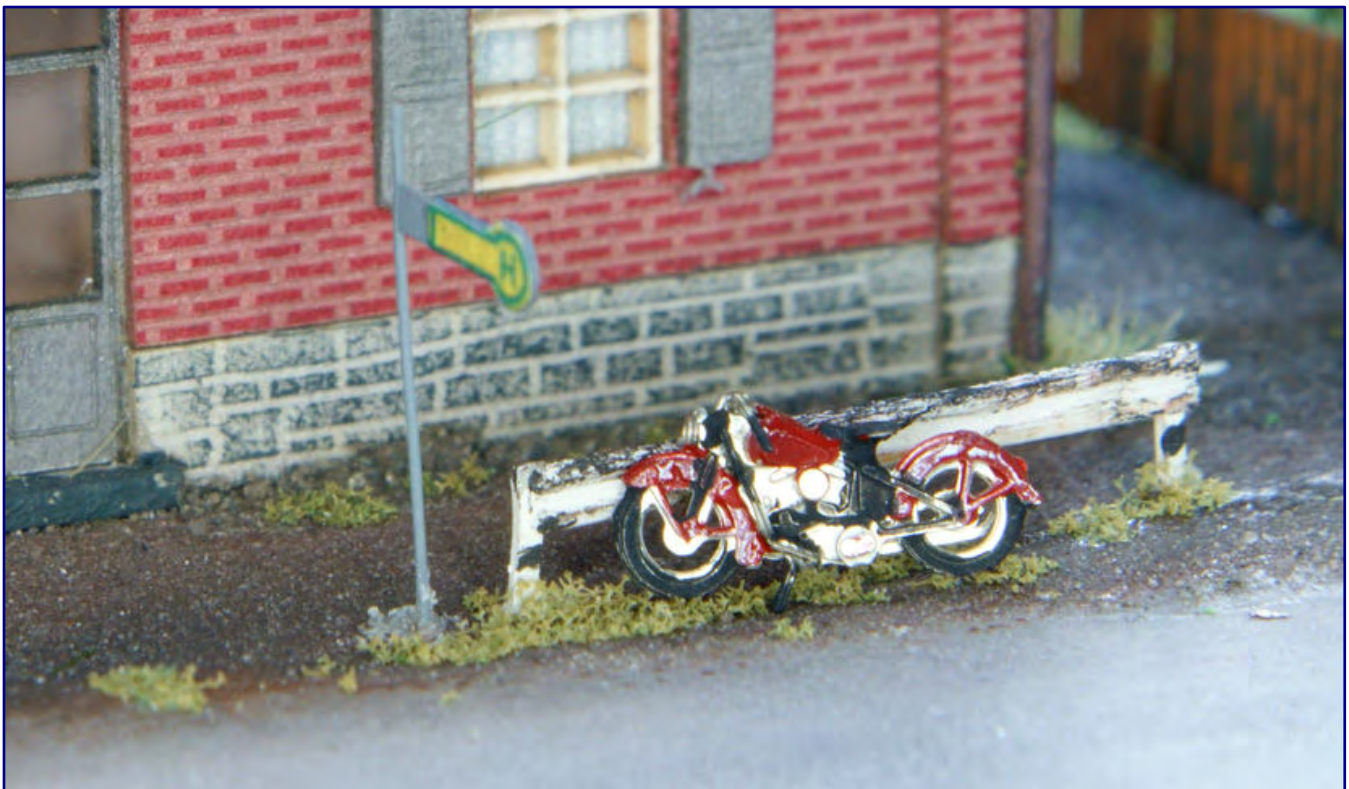
The exhibition of the Untereschbach regulars' table, which was planned for the 20th anniversary of its presentation in the railway magazine in Dieringhausen, in the "Alte Dombach" (paper museum) in Bergisch Gladbach, unfortunately has to be cancelled.

Although there is still some time to go until June, the museum management did not see any secure planning here at the moment. So, probably to everyone's regret, the difficult decision was made, putting our health first.

The association supplemented the notice of cancellation with the promise that the event, which has also been advertised in this magazine for some time, will be held at a later date, which will of course also be communicated here.

Finest models new from Amsterdam:

The Dutch accessories specialist has delivered some new items and is now delighting the Zetties again with the finest models. Among them is the civilian US motorbike (item no. 322.038), which of course also found its fans in Europe. It will find many uses on the layout, both individually (and visibly displayed) and with the addition of a rider.



The civilian US motorbike (item no. 322.038) offers many possibilities with its fine design: Whether provided with a driver on the street or, well visible to the viewer, parked in front of a railway station or a pub, it should only provide a good look at its filigree details.

By the way, the ladder set (322.016) is available again, as we need it again and again in various places. In December 2020 we showed how it can be used to equip a fire engine.

The Ford 5000 tractor (322.030) and its matching slurry tanker (322.031) are also making their debut. In view of the abundance of tractors we have been presented with in the last ten years, it is worth pointing

out that the Ford model stands out at first glance, especially in terms of colour, and is, therefore, unlikely to be overlooked.



The Ford 5000 tractor (322.030) and the attached slurry tanker (322.031) seamlessly continue the series of excellently detailed and extremely fine Artitec model vehicles. As the slurry tanker also fills a gap in the range, we nominate it for the best new releases of 2021 in the accessories category.

We probably don't need to say so much about the slurry tanker, because our tractors hardly had anything to hang on to before, the range here remained very manageable overall. The Artitec new product, however, stands out from this previously clear third programme of trailers for the stinking freight.

This is not only due to the usual detailed design with the finest details but also to the convincing colouring including lettering. We honour this particularly high-quality design with a nomination for the best new releases of the year 2021 in the accessories category.

Business development at Märklin:

At the turn of the year, the owners and managing directors of Märklin looked back with satisfaction and confidently into the new year. Despite all the problems that last year brought with it, all in all it went extremely satisfactorily.

Managing Partner Florian Sieber commented as follows: "Due to the lockdown last spring, we have to correct our forecast for the turnover of the 2019/2020 financial year from around 117 million euros to 112 million euros. Currently, we are planning to slightly exceed the previous year's revenue figures of 112 million euros for the 2020/2021 financial year."

However, this is difficult to assess due to the ongoing closure of toy shops. However, the fact that Märklin had 40 % more orders on hand at the end of December 2020, than at the same time in the previous year, is a very positive factor for this outlook.



The restrictions of the pandemic have awakened the model railway from a slumber, just as Märklin itself awakened the 44 1315, pictured here after its arrival in Göppingen in mid-September 2018, which is also unrecognisable today after restoration work has been carried out.

“Of course, the decisive factor is how quickly we can produce the goods and how the trade situation will develop in our core markets”, says Florian Sieber. For its part, Märklin has done everything to be able to meet the high demand: Investments have been made in new machines to be able to expand capacity, and the staff in Győr, Hungary, has grown by 5 %, with the same increase planned for the year just started.

According to a press release, the growth in orders does not stop at the Z gauge. This also corresponds to our impression, because the questions from readers about problems, techniques and availability of the products presented in earlier articles have recently increased to five or six times the usual volume.

The new or rediscovered love for model railways naturally pleases us as much as Märklin. That is why we add that Märklin, according to its own information, has been able to grow both in Germany, and, especially, in Benelux and the USA.

First trade fair cancellation 2021:

The first spring fair, Faszination Modellbahn, has now unfortunately been cancelled. It was planned for 12 to 14 March 2021 in the Maimarkthalle Mannheim. But, until the very end, it was not foreseeable that the restrictions imposed on the trade and industry would allow such a mass event to be held.

“We regret the decision very much, but the reasons are obvious: it is based on common sense and a sense of responsibility for the model railway community, whose health is close to our hearts. After consultation with the representatives of the industry, the current uncertainties do not allow for an event on the usual scale”, says authorised signatory Andreas Wittur.

Hopes now rest on the one hand on the 8th Faszination Modellbahn from 11 to 13 March 2022 in Mannheim, and the 19th Faszination Modellbau in Friedrichshafen, in conjunction with the Echtdampf-Hallentreffen, from 5 to 7 November 2021.

Loss in the Spur Z community:

As we have been informed, Jürgen Brehme, still known to many long-time Spur Z fans, died unexpectedly on 4 November 2020, as a result of cancer. He was 77 years old. He was a trained freelance journalist and founded the Baden-Württemberg magazine in the seventies, which presented holiday resorts and special features in the "Ländle," and also up into Rhineland-Palatinate.

In the eighties, Ideen-Magazin was created under his direction, as well as the Idee-Magazin 2000, at the turn of the millennium. He had already retired from this a few years ago. Through that time, he had also appeared at exhibitions with layouts, conversions, services, and all conceivable products around Z gauge.

His activities also included the sale of some well-known accessories, including bellows for the Märklin ICE 3 and various mobile home, caravan and car models in 1:220 scale.

According to the information given to us, he was the last survivor of his family. His only remaining kin was his stepdaughter. We wish all the people who were close to him or were his fans much strength in getting through his loss.

Märklin deliveries in February:

Since the publication of the last issue, Märklin has again been able to deliver some new items. Today, we start with the green electric locomotive series RE 14 of the SJ (Item no. 88484). With the lettering Green Cargo it complements the already delivered wagon set 82533.

Märklin has taken great pains with this model. The present housing shape does not exactly match the accident-optimised version of the TRAXX 2E that the prototype shows.

However, by printing the handrails typical of the prototype, the model could be brought as close as possible to it.

The hole in the roof for the former changeover screw (catenary or track power) has now disappeared. The lighting changes from warm white to red depending on the direction of travel, while a bell-shaped armature motor provides power.

The circuit board seems to have been adjusted as well, because it was the cause of crooked couplings in earlier models, which are no longer noticeable in the new model delivered last year.



On the model of the Swedish electric locomotive of the RE 14 series (item no. 88484) Märklin has made some minor improvements, but also has produced an almost perfect print. Photo: Jörg Erkel (1zu220-Shop)

Also available is the IC compartment car according to Eurofima design for the DB (87340) in product colour. The excellent quality of the paintwork (wash edge / end face) and the elaborate printing (door handles / seals / car signs) makes us look forward to the other cars in the series which began last year, and that are still missing.



The Eurofima 1st class compartment coach (87340) is excellently printed in the product colours of the Bundesbahn (photo, above), while the private gas wagon from Reichsbahn times (82401) impresses with a light patina (photo, below), but it is, unfortunately, already sold out at the factory. Photos: Jörg Erkel (1zu220-Shop)

The private gas wagon with brakeman's cab, set by the Deutsche Reichsbahn (82401), has a small frustration factor. This wagon with two horizontal gas tanks for carbonic acid transport around 1932 was announced with the autumn new products 2020, and has now been delivered.

As this unusual looking model presents itself with a light patina ex works, it obviously found good demand. It is already sold-out ex-works, as well as at many dealers. Those who would like to add one or multiple copies of this wagon to their trains, should therefore hurry and not miss an opportunity that presents itself.

New Full Throttle Collector Model:

The US small series supplier has put together a new collector's pack: Called "Farm Feeds" (item no. FT-COL53), the customer will receive a duo of the previously released FT-1022 and FT-1038 models, which are SHPX 62248 (Wayne Feeds) and 61323 (Purina Chows).

Vote for model of the year!

For the first time in the long history of the railway magazine, the 2021 readers' choice for the models of the year will also take place in a separate Z-gauge category "10 - Vehicles." A voting card is enclosed with the current issue 3/2021, which is currently available from the publisher, specialist dealers or station bookshops.

Likewise, readers can also vote on a specially set up website until 31 March 2021, and lend weight to their impression, as well as, the importance of this award for our size by participating:

<https://bruckmannverlaggmbhverlagshaus.survalyzer.eu/qoygmudkqq?l=de>

The following 1:220 scale models will compete against each other in category 10 (order of nomination):

1. Schi-Strä-Bus NWF BS 300 of the DB (1zu220-Shop)
2. Tenderdampflok Oldenburgische T 2 (Bahls-Modelleisenbahnen)
3. Offener Güterwagen Omm 32 „Linz“ of the DB (FR Freudenreich Feinwerktechnik)
4. Schnellzugdampflok Baureihe 03¹⁰ with re-constructed boiler of the DB (Märklin)
5. Doppeldiesellok V 188 (NoBa-Modelle)
6. Heavy duty wagon with transformer of the JR (Rokuhan)
7. Kleinlokomotive Kö 1 of the DB (Z-Doktor Modellbau)
8. Diesellokomotive Baureihe 120 „Taigatrommel“ of the DR (Zmodell)



Cover illustration: Alba Publikation / Geramond

Incidentally, there is no obligation to cast a vote in all categories. Those may also be left out in which the readers do not feel able to vote.

We, therefore, call on all readers at this point to participate actively with their vote and to lead this readers' choice of a representative picture, as well as a deserving winner!

Once again, great prizes will be raffled among the participants, among them also individually track-width related models.

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